JULY 21, 1962. VOL. CCL. No. 3242. TWO SHILLINGS AND SIXPENCE

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Volume CCL No. 3242

LONDON, July 21, 1962

THE SPHERE

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A WELCOME IN THE RAIN

The Queen and President Tubman of Liberia drive in an open carriage in pouring rain from Victoria Station to Buckingham Palace, in London, at the start of President Tubman's three-day State visit to Britain. On the first day of the visit President and Mrs. Tubman placed a wreath on the grave of the Unknown Warrior in Westminster Abbey, and attended a State banquet in the white and gold State ballroom in Buckingham Palace. Speaking at the banquet, President Tubman paid a tribute to the " genius, sagacity and justice " of British policy in Africa. The second day saw a visit to the City of London and a luncheon at Guildhall, and on the last day the Liberian President toured Harwell while his wife went round the Great Ormond Street Hospital for Sick Children, in London. In the afternoon they visited Windsor Castle, and in the evening the President entertained the Queen, the Duke of Edinburgh and other members of the Royal Family to dinner at the Savoy Hotel, in London. Mr. Macmillan and Lady Dorothy were also present at the dinner, which was followed by a reception

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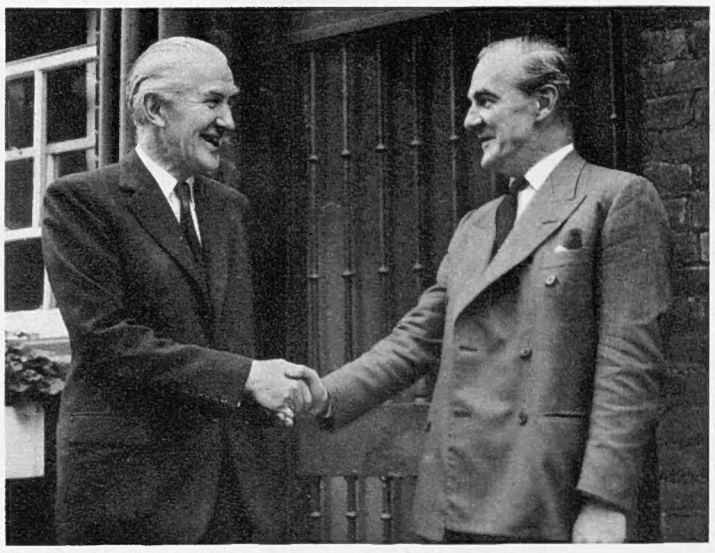
News Summary

WIND OF CHANGE IN WHITEHALL



Mr. Macmillan in cheerful mood goes out to dinner on the eve of making the changes. **Right:** Outgoing and incoming Secretaries of State for Scotland—Mr. Maclay (left) and Mr. Michael Noble, formerly Lord Commissioner of the Treasury

After the Leicester N.E. by-election (held by Labour with the Liberal a close second and the Conservative a bad third), Mr. Macmillan announced drastic Cabinet changes. Seven Ministers left the Cabinet. They included Viscount Kilmuir and Mr. Selwyn Lloyd.

New appointments are:

First Secretary of State (new post); Mr. R. A. Butler.
Home Secretary: Mr. H. Brooke.
Chancellor of the Exchequer: Mr. R. Maudling.
Lord Chancellor: Sir Reginald Manningham-Buller.
Commonwealth Relations and Colonial Secretary: Mr. D. Sandys.
Chief Secretary to the Treasury: Mr. J. A. Boyd-Carpenter.
Minister of Defence: Mr. P. Thorneycroft.
Minister of Housing: Sir Keith Joseph.
Minister without Portfolio: Mr. W. Deedes.
Minister of Education: Sir Edward Boyle.

This list left a number of posts vacant. It was expected they would be filled, and more changes made, early this week.

Sir Keith Joseph, the new Minister of Housing and Local Government and Minister for Welsh Affairs, and his wife

Mr. Sandys, who now holds the combined offices of Secretary of State for Commonwealth Relations and Colonial Secretary

Mr. Maudling, the new Chancellor of the Exchequer, and his wife, at their London home

REST OF THE NEWS IN BRIEF

INTERNATIONAL

The 17-nation conference on disarmament at **Geneva**, and specially on a nuclear test ban, resumed at the beginning of this week. Some commentators believed that the West's demands for control posts inside Russia and on site inspections might be scaled down as a result of recent American investigations of new seismic detection techniques. Last week-end, President Kennedy issued another appeal to Russia to respond constructively to U.S. disarmament proposals. But it was rejected.

At the same time, the **Moscow** Congress for Disarmament (see also page 78) concluded. It issued a mild message, hoping a compromise solution would be found to end the arms race. About twenty demonstrators were at the protest organised by the Committee of 100 in Red Square, Moscow. This met with no sympathy from Russian citizens.

COMMON MARKET

In **Brussels** last Sunday, Mr. Gaitskell addressed a private conference of the Socialist International about the British terms of entry into the Common Market. He outlined conditions he had already stated in the House of Commons and commented that in Britain entry into the Common Market was not a clear-cut issue. His speech was criticised by M. Henri Spaak, Belgian Foreign Minister, who said that Britain must not join the E.E.C. in such a way as to block hopes of political union. Two important meetings between Britain and the Six were to take place this week. In **Luxembourg,** Mr. Heath, Britain's chief negotiator, was to state the British case on joining the European Coal and Steel Community; and later, he and the British Minister of Agriculture were to attend special meetings in Brussels on British agriculture.

IRAQ

In a speech in **Bagdad,** General Kassem, the Iraq Prime Minister, announced that a national company to exploit Iraq's oil would be set up soon. He went on: " We are on the way to gain our rights."

MALAYA

Tunku Abdul Rahman, Prime Minister of the Federation of Malaya, set out from **Singapore** for London to begin talks with Mr. Macmillan on Greater Malaysia, the proposed federation of Malaya, Singapore, North Borneo, Sarawak and Brunei. The two Prime Ministers were due to discuss the report of the Cobbold committee of inquiry, which, it was understood, shows all the territories as being favourable to the merger. The Tunku said recently that he hoped to announce the formation of Malaysia (to come into being in 1963) by August 31, the fifth anniversary of Malayan independence. It was considered that one reason for the urgency over Malaysia was the situation in Singapore, where Mr. Lee Kuan Yew's People's Action Party recently lost its one-vote majority in the Legislative Assembly. The opposition to Mr. Lee is against the Malaysian Federation.

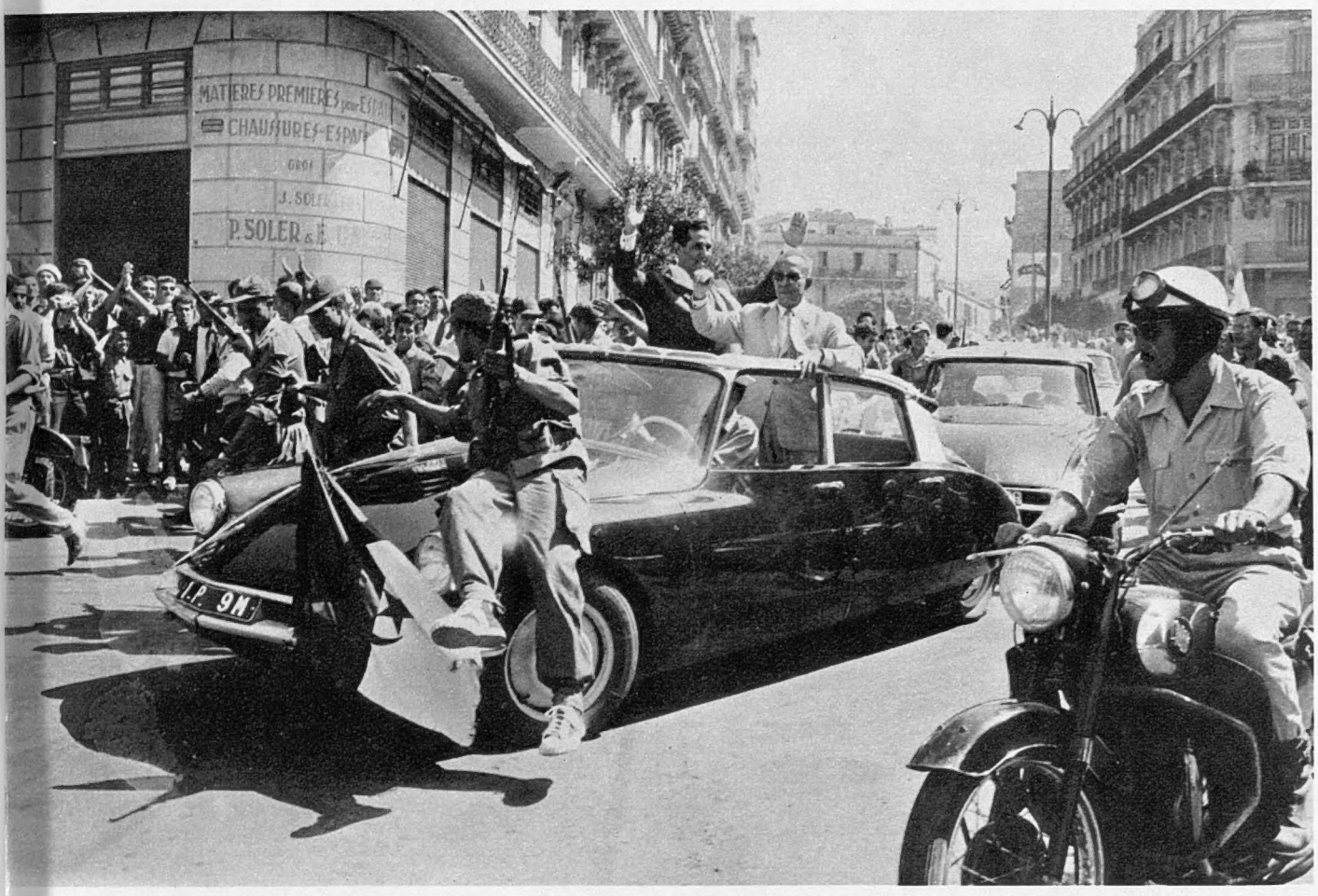
BRAZIL

The Chamber of Deputies in **Rio de Janeiro** gave a vote of confidence to the Cabinet of the new Prime Minister, Dr. Brochade da Rocha. He was the third nominee of President Goulart for the office in the course of a seventeen-day governmental crisis.

INDIA

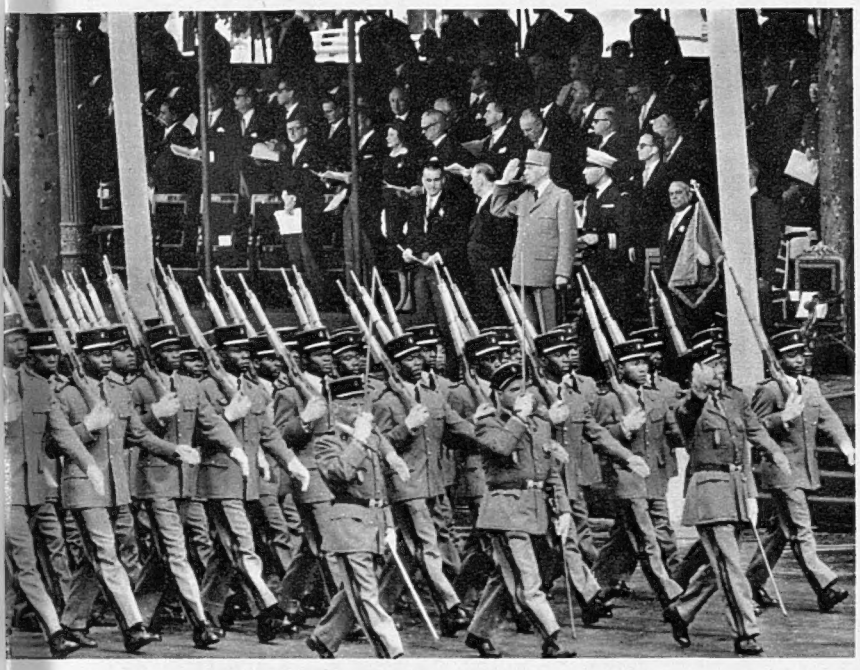
At the beginning of the week reports from **Ladakh** indicated that Chinese troops had relaxed their encirclement of the Indian outpost they had surrounded on the Galwan river, and there had been some withdrawal of troops. This slight easing of tension in the disputed frontier area in the Himalayas was welcomed by Mr. Nehru, the Indian Prime Minister, who said that he hoped the Chinese would now withdraw completely.

THE NEWS IN PICTURES

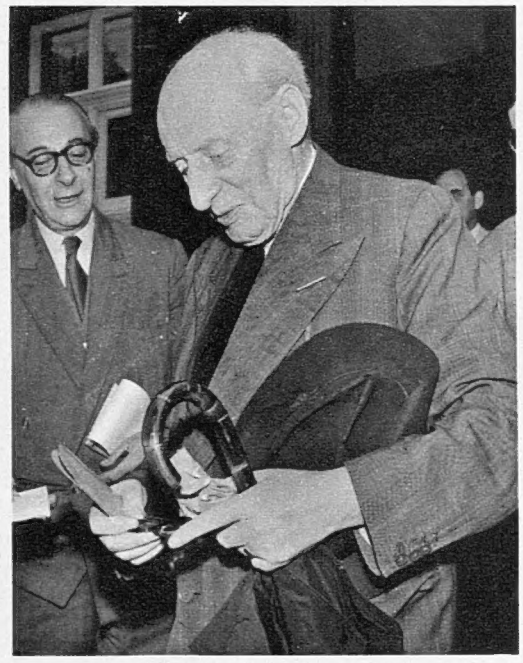


CROWDS LINE THE STREETS OF ORAN TO WELCOME M. BEN BELLA

M. Ben Bella, the dissident Vice-Premier of the Algerian Provisional Government (G.P.R.A.), receives a hero's welcome as he drives through the streets of Oran. At his right, in dark glasses, is M. Mohammed Khider, whose resignation from the G.P.R.A. in June heralded the divisions among the Algerian leaders. As M. Ben Bella entered Oran from Morocco, urgent talks continued in the Moroccan city of Rabat between his representatives and those of M. Ben Khedda, the Prime Minister. When these proved fruitless, a meeting of army chiefs, who hold the key to the power struggle between the Benbellists and the Benkheddists, took place near Algiers, and was still sitting early in the week. Since M. Ben Bella had decided not to advance to Algiers in an armed procession, but had established a rival headquarters at Tlemcen, near Oran, observers considered civil war unlikely. A fierce propaganda war was expected between supporters of the rival leaders before the national elections in August



PRESIDENT DE GAULLE TAKES THE SALUTE ON BASTILLE DAY

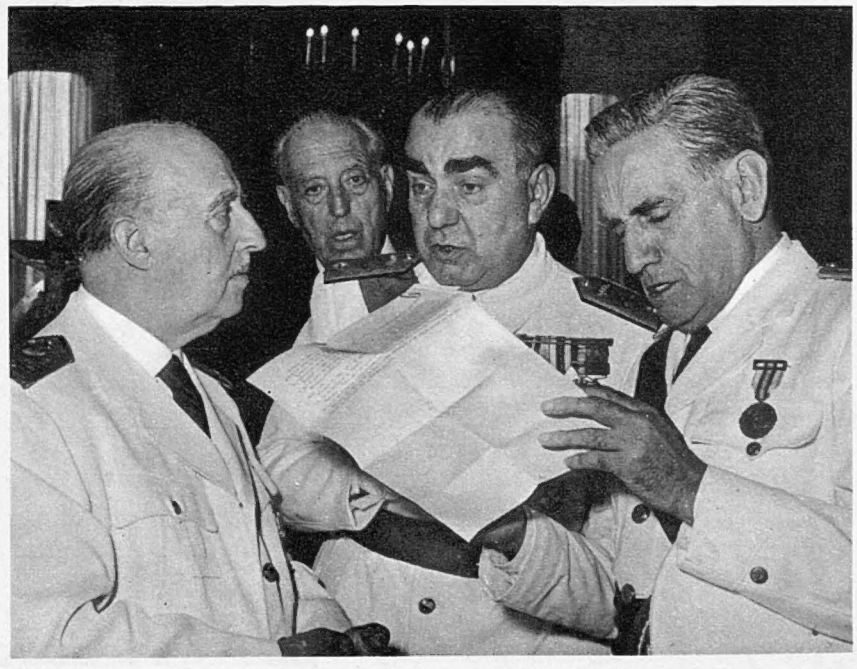


LORD MORAN AT THE MIDDLESEX HOSPITAL

Far left: Troops march past President de Gaulle during the Bastille Day Parade in Paris. This year's parade on July 14, the first since Algerian Independence, took place in heavy rain. Two favourites with the crowds were not present—the Spahis, the North African cavalry regiments, and the Foreign Legion

Lord Moran, Sir Winston Churchill's personal physician, talks to reporters as he leaves the Middlesex Hospital after visiting his most distinguished patient. He described his visit, one of those he made last weekend, as a usual routine one. Monday's bulletin said Sir Winston's progress was satisfactory

IRREPRESSIBLE M. TSHOMBE



SPAIN'S NEW DEPUTY PRIME MINISTER

Far left: M. Tshombe, the President of Katanga, waves during the celebrations in Elisabethville, of the second anniversary of Katanga's unsuccessful attempt at secession from the Congo. The celebrations were marked by a parade of 2,000 Katangese troops. The U.N., claiming that the President had agreed that only 200 should take part, set up precautionary road blocks round the capital

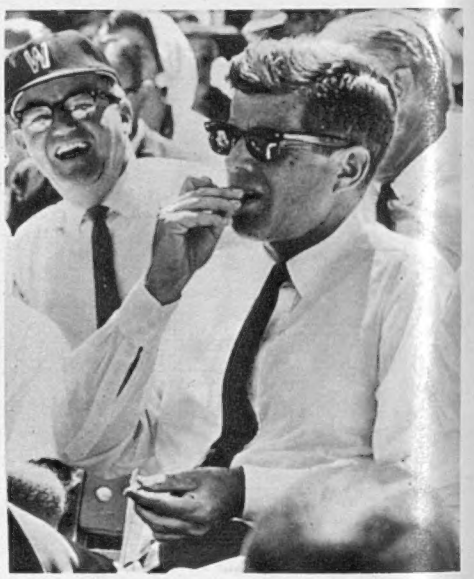
General Franco talks with Captain-General Munoz Grandes (right), his newly-appointed Deputy Prime Minister, in Madrid. In the centre is Señor Luis Blanco, a former Under-Secretary of the Presidency. Captain-General Grandes was about to be sworn-in to an office which has been vacant since the end of the Civil War. In the event of Franco's death he will automatically become head of Government

MR. KHRUSHCHEV AT AN INTERNATIONAL GATHERING IN MOSCOW

The Soviet Prime Minister addresses the World Congress for General Disarmament and Peace in the Kremlin. In the course of his two-and-a-half-hour speech he proposed that the forces of the Western Powers in Berlin should be replaced by troops from Denmark and Norway or Belgium and Holland, on the one hand, and from Poland and Czechoslovakia on the other. All these contingents would be under the United Nations' flag. (This proposal is not new and the West indicated it was unacceptable earlier this year.) Mr. Khrushchev went on to take his usual line of attacking the West for making "warlike preparations" which had forced Russia to resume nuclear tests last autumn. But later Canon Collins, chairman of C.N.D., blamed Russia for a "grave error" in making the resumption. Outside the conference hall British delegates were reported to be divided among themselves about whether they should hold an anti-nuclear demonstration in Moscow. The Russians had threatened to deport any delegates participating

AT THE OPENING OF THE CAIRO ECONOMIC CONFERENCE

Below right: President Nasser of the U.A.R. inaugurates the economic development conference of non-aligned nations at the Arab League headquarters in Cairo. The President told the delegates from thirty-five countries that the conference was not in any way directed against developed countries, but was to discuss the problems of under-development, which was as much a threat to the world as the danger of nuclear war

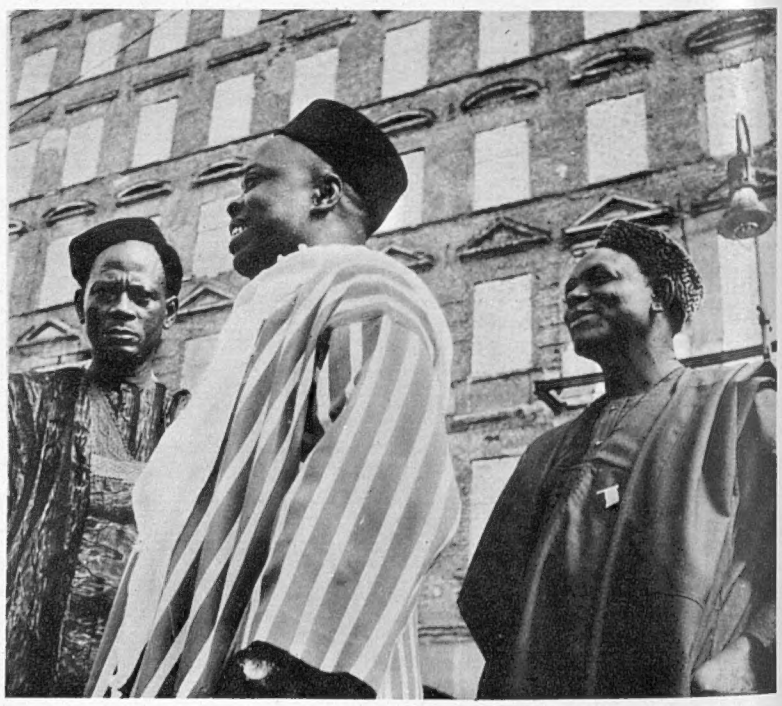


PRESIDENT KENNEDY—BASEBALL FAN

Far right: President Kennedy munches peanuts as he watches the All-Star baseball game between the National League and the American League in Washington's new District of Columbia Stadium. Left is Senator Hubert Humphrey. A crowd of 45,480, which also included Vice-President Lyndon Johnson, saw the game. It was won by the National League 3—1

CO-CHAIRMEN AT GENEVA

Outside the Russian villa at Geneva are Mr. Malcolm MacDonald (left) and Mr. Pushkin, the British and Russian co-chairmen of the fourteen-nation Geneva Conference on Laos. Centre is an interpreter. Last week, the Laotian Coalition Government, led by Prince Souvanna Phouma, submitted its statement of neutrality to the conference. It was hoped that guarantees for the independence and neutrality would be ready for signature by the Foreign Secretaries of the Laos conference nations this week



AFRICAN TRADE UNIONISTS IN BERLIN

Far right: Trade union leaders from Liberia and Nigeria stand by a house on the border between East and West Berlin. They were visiting the Berlin "wall" while attending the seventh World Congress of the International Confederation of Free Trade Unions in West Berlin. This organisation, which represents 56,000,000 workers, began as a breakaway from the Communist World Federation of Trade Unions in 1948

THE NEWS IN PICTURES

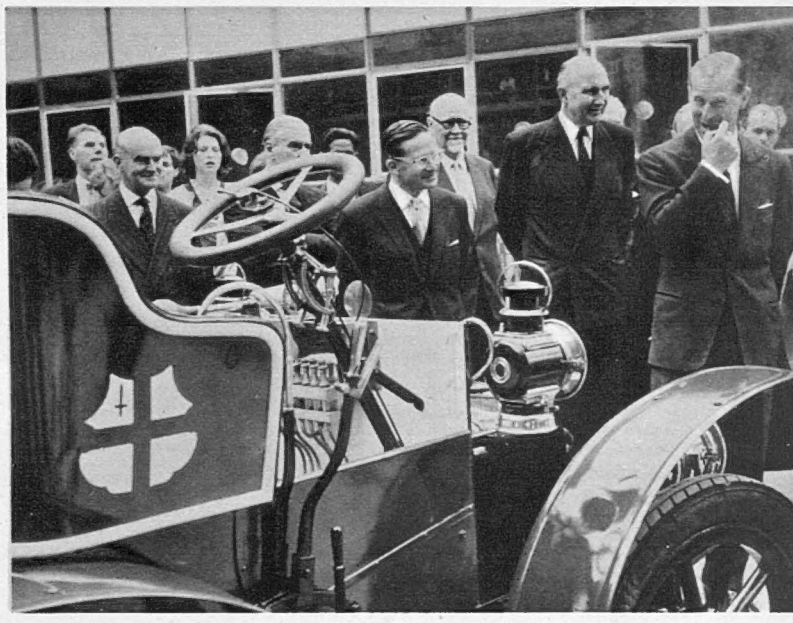
The American frogman, Fred Baldasare, crawls ashore at Pegwell Bay, in Kent, to become the first man to swim the English Channel under water. His feat, last week, took him 18 hours and one minute. Mr. Baldasare was well off course and landed farther north than anyone else to swim the Channel. His straight-line course from Cap Gris Nez would have been 25 miles, but he covered about twice that distance. During his eventful journey, he was caught in a two-knot flood tide and swept across Deal, about three-quarters of a mile out. It was Mr. Baldasare's third attempt to swim the Channel under water

THE END OF THE FIRST-EVER UNDERWATER CROSS-CHANNEL SWIM

Below right: Princess Margaret is shown a display of fifty years of National Insurance by Mr. Boyd-Carpenter, Minister of Pensions and National Insurance. She was visiting last week the Bayswater National Insurance Office and the London South Regional Office of the Ministry of Pensions during celebrations of the golden jubilee

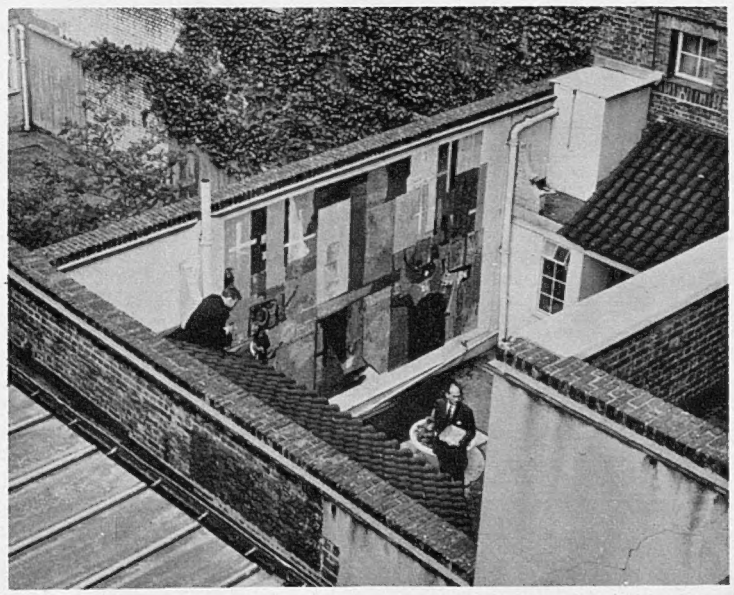
FIFTY YEARS OF NATIONAL INSURANCE

Far right: The Duke of Edinburgh looks reflectively at a 1902 James and Brown veteran motor car during his visit to Imperial College, in London. The car is the college mascot. The purpose of Prince Philip's visit was to unveil a plaque commemorating the new buildings of the City and Guilds College which have been erected on the site of the old buildings



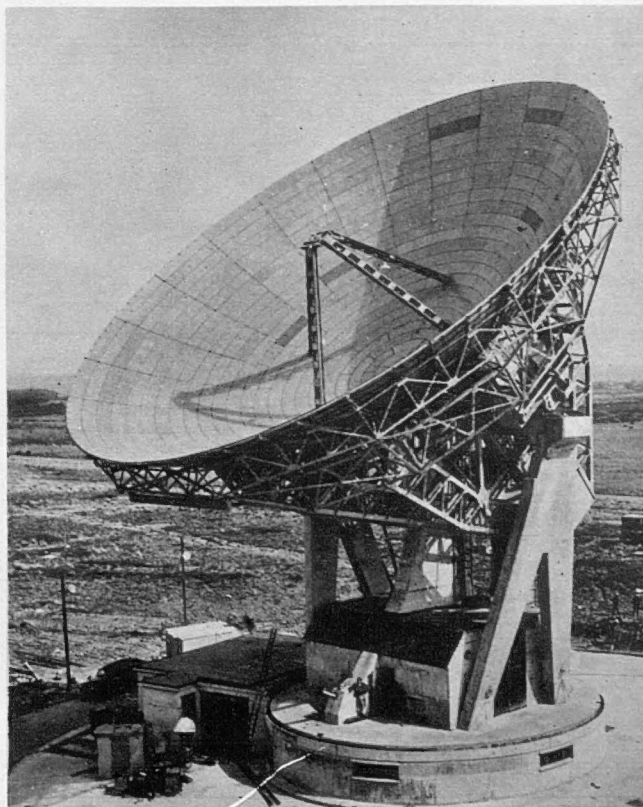
PRINCE PHILIP AT IMPERIAL COLLEGE

Police officers search the rooftops of the O'Hana Gallery in Mayfair, London. In a raid last week thirty-five paintings were stolen which together might have brought £400,000 on the open market. The thieves had crept across the rooftops and jemmied their way into the gallery. The missing paintings included twelve by Renoir and others by Braque, Cézanne, Manet, Picasso, Sisley, Toulouse-Lautrec, Utrillo and Vuillard



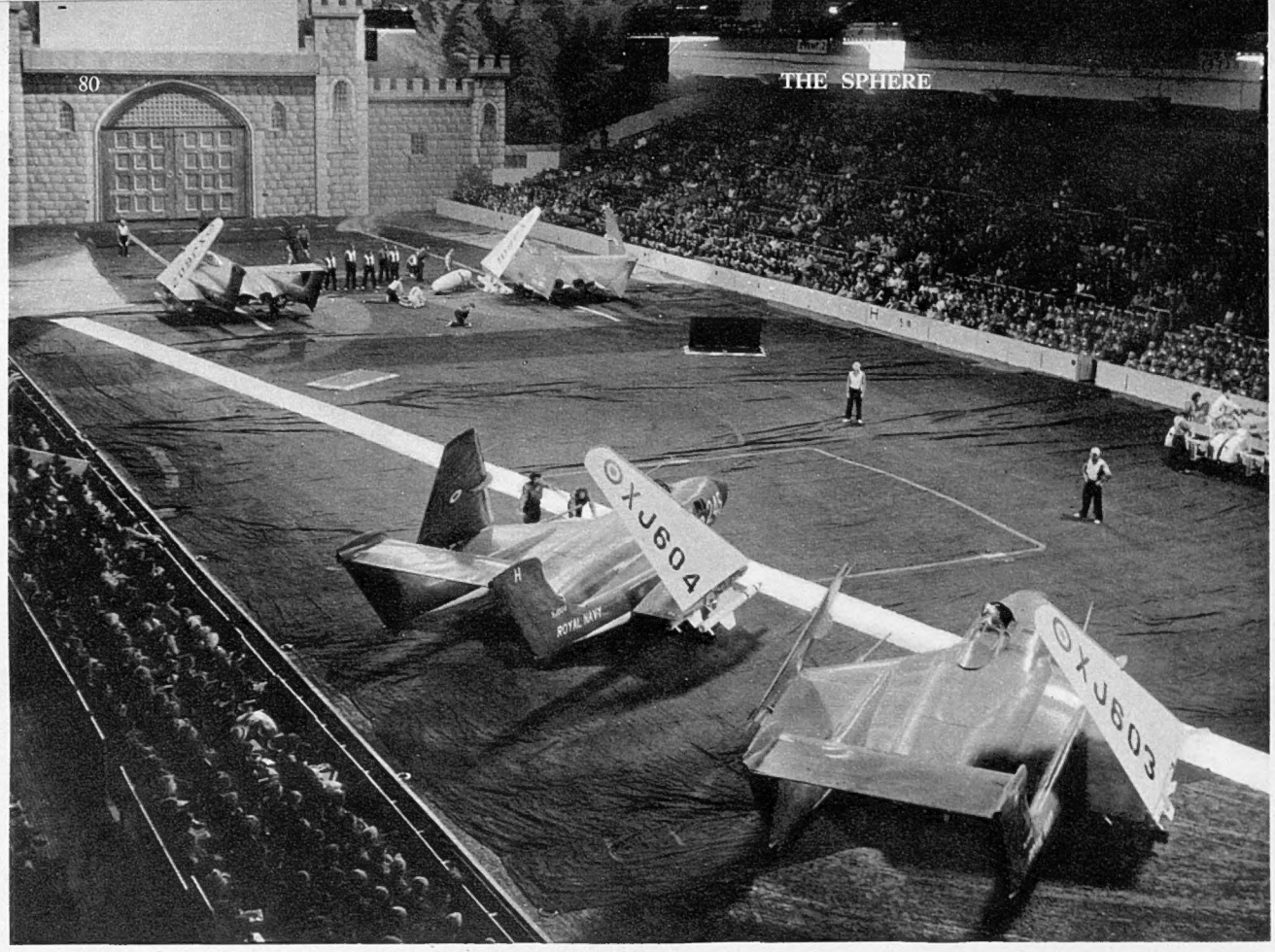
THE MORNING AFTER A THEFT FROM A MAYFAIR GALLERY

Far right: The massive dish aerial of the receiving station at Goonhilly, in Cornwall. It was used to pick up the first "live" television pictures transmitted direct across the Atlantic from the U.S. to Britain. The historic first pictures were received last week. They were bounced off the American satellite "Telstar," during its sixth orbit. Pictures were received by the French station built at Lannion, on the same project. Later both Goonhilly and Lannion received and sent what were described as high-quality live pictures and sound on later orbits of the satellite. "Telstar," a 178-lb. sphere, is the forerunner of a system of satellites designed to make transatlantic television an everyday happening



THE BRITISH SECTION OF THE TRANSATLANTIC TV PROJECT

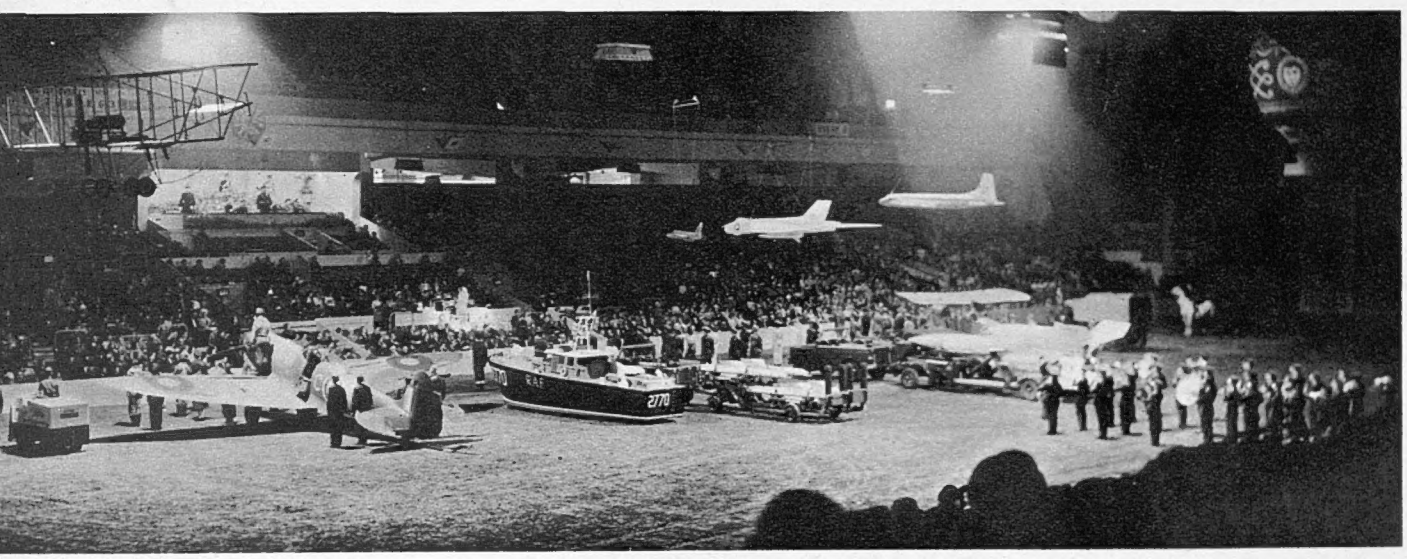
EVENTS IN LONDON



Left: Officers and men of the Naval Home Air Command take part in the Royal Navy's " Flight Deck " display

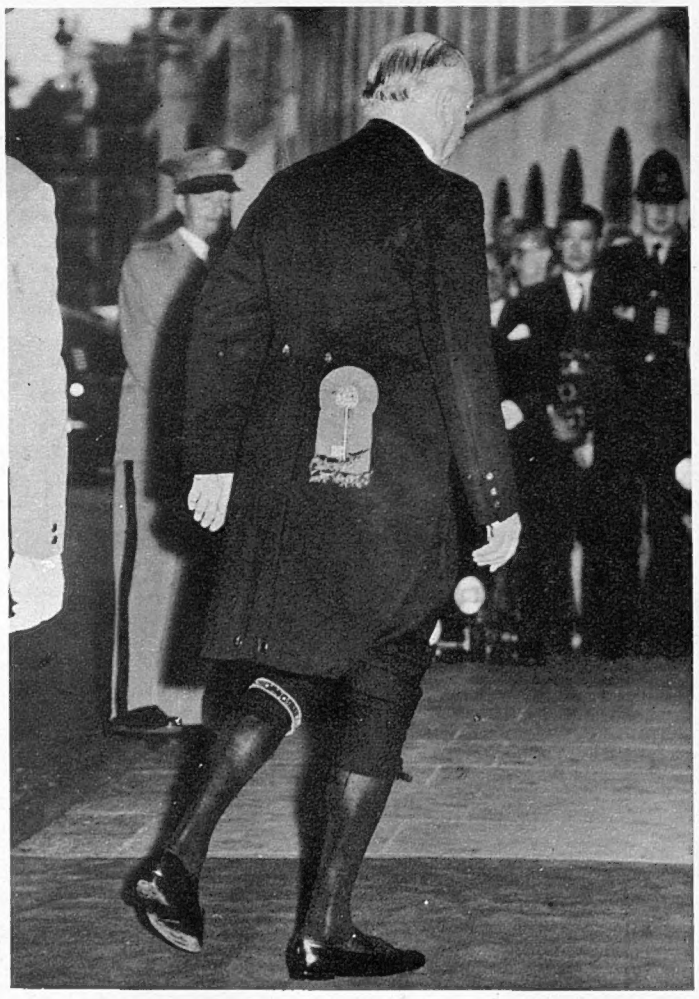
The Royal Tournament, Britain's popular annual display of the Services had a colourful opening last week. As this is the golden jubilee year of the R.F.C., it is fitting that the main spectacle of the Royal Tournament should have been a pageant of flying history called " Cavalcade of Flying." This covers the history of British aviation from the balloon to the nuclear age

One of the displays of the Royal Navy also has an aeronautical aspect. Called " Flight Deck," a vivid attempt is made to show the " sophisticated and complex task " of operations on an aircraft-carrier in the limited space of the Earl's Court arena. Among many other loudly-applauded items in the programme are the massed bands of the Royal Marines, the massed pipes of Scottish and Irish Regiments, a physical training display by Army boys, and an R.A.F. police dog demonstration. The tournament ends on July 28.



Mrs. Antoinette Tubman, the wife of the President of Liberia, chats with two of the patients at the Great Ormond Street Hospital for Sick Children in London. President Tubman and his wife were on a 3-day State Visit to Britain during last week

The scene in the arena at Earl's Court as the R.A.F. present their spectacular " Cavalcade of Flying "



The Lord Chamberlain, Lord Scarbrough, arrives at the Savoy Hotel in London for the dinner given by President William V. S. Tubman of Liberia for the Queen. The Lord Chamberlain was dressed in Royal blue livery with a golden key, the insignia of his rank, affixed to his coat-tail. The head of the Queen's Household, The Lord Chamberlain holds the key to all Palaces of the sovereign, which he carries on official occasions

The Queen shakes hands with one of the many overseas visitors at a garden-party given in the grounds of Buckingham Palace last week

King Hussein of Jordan and his wife, Princess Muna, are seen in the grounds of the vicarage of St. Giles, Camberwell, with the vicar, the Rev. John Nicholls. Standing by the King is Prince Hassan, his younger brother. Last weekend King Hussein laid the foundation-stone of a new £30,000 youth centre for the parish of St. Giles

JOHN CONNELL

SHIFTS IN THE WIND OF CHANGE

A dinner given last week by the Rhodesia and Nyasaland Club, in celebration of Founder's Day, supplied Mr. R. A. Butler, the First Secretary and Minister in Charge of Central African Affairs, with a chance to restate with lucidity, if not boldly to refashion, the Government's present views on the future of the Central African Federation.

It was a good deal less acrimonious and suspicious a gathering than it would have been, had it been held some months earlier, before Mr. Butler's appointment and before his visit to Central Africa; and this, without doubt, was its value. Mr. Butler's prime tasks were to reduce tension, get people on speaking terms again, and engender a certain degree of confidence. The extent to which he has already succeeded can only be assessed by taking a backward look at the state of play in the earlier months of this year.

There was then so wide a gulf of mistrust as to seem unbridgeable. Sir Roy Welensky's utterances, both in private and in public, had made clear both his sentiments and his reasons for holding those sentiments. The senior members of the British Government were as uffish as I ever remember to have known them in their references to and their few conversations with the politicians and officials of a Commonwealth country. And Federation was a dirty word. Mr. Butler has not made a single practical or factual modification in the relationship between the United Kingdom and the Federation. The wind of change has not ceased to blow. Yet the ferocious and corrosive bitterness of a few months ago has vanished. A workable margin of trust, hope and confidence has been established.

Mr. Butler spoke at last week's dinner of his visit, while he was in the Federation, to Cecil Rhodes's grave. For a moment my attention wandered. I found myself, in imagination, back in that astonishingly beautiful place, under its wide and tranquil sky, in the clear, strong light of late afternoon in which I first beheld it. I came back to the hot, crowded London room to hear Mr. Butler say that the impression he carried away was of "small mountains, great vistas and great problems." Granted the magnitude of the challenge which he himself has to face, this was a just and a sensible (as well as sensitive) reaction to Rhodesia's national shrine.

Sir Albert Richardson, High Commissioner for Rhodesia and Nyasaland, and his wife are photographed by their daughter after he had been knighted at Buckingham Palace. Sir Albert presided at the Rhodesia and Nyasaland Club dinner last week to which John Connell refers on this page

His audience applauded Mr. Butler several times, not out of courtesy and not perhaps in full political agreement, but out of a feeling, at once relieved and slightly rueful, that somebody in a position of responsibility was at least willing to understand them. It was perhaps natural, if in modern conditions a trifle surprising, that Mr. Butler spoke with such evident warmth and indignation about the United Nations' recent activities in respect of Southern Rhodesia and observed with pride that when the Committee of seventeen visited London he and one or two of his colleagues took the opportunity of telling them a number of home truths. What effect he thought his efforts had had on the prejudices behind which the Afro-Asian group in the United Nations do their thinking Mr. Butler—perhaps wisely—did not say.

But what I, for one, found particularly welcome was the way in which he repeatedly referred to the Federation as a living entity. Far too many allegedly influential people in the United Kingdom have lately taken the death of the Federation for granted, and have a little too gleefully performed their macabre obsequies over what they thought was the corpse. Mr. Butler did not minimise the effect of the inflexibly anti-Federation attitude adopted by Dr. Banda and his associates in Nyasaland; but on the other hand he did concede the argument that the Malawi Congress Party might not, in all circumstances and in all conditions, be accurate, fair or wise.

Perhaps most important of all, in stressing the fact that many British had made their homes—and he repeated that word with considerable vigour—in Rhodesia, he gave his frank support to the ideal of a multi-racial partnership in the country, and to the belief, so tenaciously maintained by Sir Roy Welensky and his friends, that this ideal can and must be fulfilled. Here, I think, we are at the core of Mr. Butler's swift and phenomenal success. He has seen where the one chance, the one slim hope, of preserving Central Africa from chaos, lies and has long lain. My only doubt is whether or not Mr. Butler's hand has not reached out too late to be effective.

For by a curious coincidence, on that same night, while Mr. Butler was talking to us in London, Mr. Maudling, the Colonial Secretary, was about to fly back from Nairobi, after several strenuous days there, at the end of which he announced the first practical steps that must follow the bleak but accurate admission that, in Kenya at least, there is no hope at all of establishing and maintaining a multi-racial society.

Mr. Maudling announced a scheme for the purchase of land in the former White Highlands, to resettle landless Africans. His proposals—the purchase of a million acres over five years, and the probable continuation of the scheme along the same lines for another five years—are, to all intents and purposes, those which the Kenya Coalition (the only party in Kenya which, for the past eighteen months, has had the right to speak for the British farmers), the Convention of Associations and the Kenya National Farmers' Union jointly put to him during this year's Lancaster House Conference. Whether or not we call it "compensation" (a word which the Colonial Secretary refused to accept), I care not in the least now; for it at least offers to those who so far have stuck on in that desolate, much-loved land some hope of going away, in the end, not entirely destitute.

Mr. Maudling, however, was well advised to say that the economy of Kenya will worsen, and law and order will become increasingly precarious as the exodus—now officially admitted to be running at the rate of 400 a month, double that of last year—mounts in scale and pace. Dark times are, without doubt, upon Kenya.

To look southward to the Central African Federation is undoubtedly far more cheering. If the members of the white community in Kenya have been regarded, in the ultimate resort, as economically if not physically expendable (and their bitterness at being so regarded should not be minimised), this harsh fate, it seems, is not to be inflicted on their compatriots in the Federation. Ahead of them lies the vast, challenging task of making multi-racial partnership work, politically and socially, while strengthening and expanding the country's economy. Success in this task will not suit those who seek the destruction of civilisation in this part of Africa; therefore it is likely that they will make vigorous efforts to disrupt the new and welcome understanding which Mr. Butler on his side, Sir Roy Welensky and his Government on their's have worked so hard to create.

There are several encouraging factors in the present situation, besides the altered personal relationships of those most closely involved. There is, for example, the improved and steadily improving economic state of the country. Its visible external trade balance continues to be favourable—a great deal more favourable than this time last year, when its enemies were claiming that "the balloon of the Federal boom had burst"—having reached a total of £17,511,000 for the first four months of the year compared with £8,039,000 for the corresponding period in 1961. In April the Federation's banking reserves reached £50,255,000, the highest figure since that of October 1959; and the excess of exports over imports for the same month was more than £5,000,000.

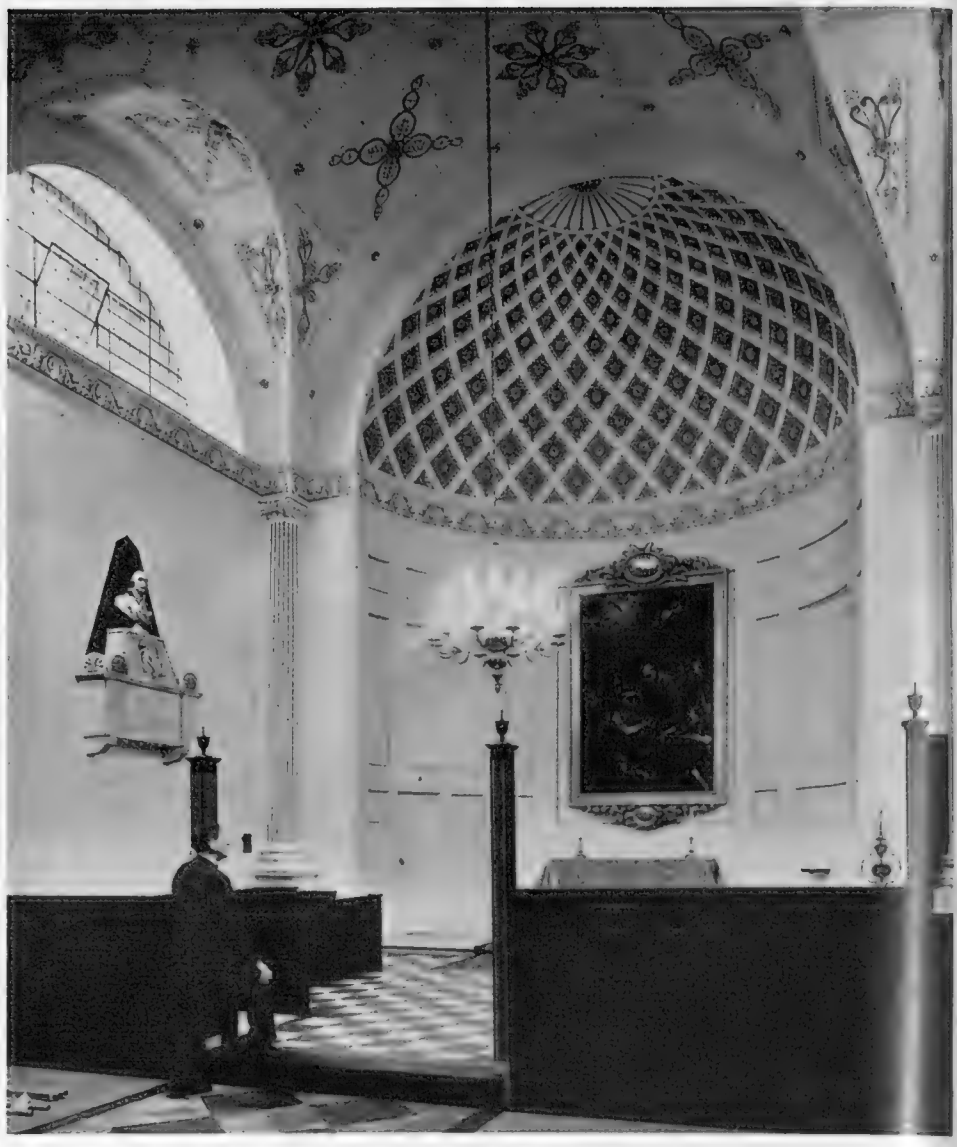
This is a foundation on which to build. The significance of Mr. Butler, Mr. Butler's attitude and Mr. Butler's policy, is that he appears to hold out a real hope that building will go on—building a nation which will be a true partnership of races, and not a domination by one race of all others.

The Queen Mother talks to eleven-year-old Richard Bedell, holding his mortarboard and wearing an Eton suit in honour of the occasion, as she visits Amherst Primary School, Dalston Lane, East London. Her Majesty went to the school during her tour last week of gardens at Islington, Stoke Newington and Hackney. Two days later, after fulfilling various engagements during President Tubman of Liberia's State visit to London, the Queen Mother was out again in London when she went to the Peabody Estate, in Blackfriars Road, for the centenary of the foundation of the Peabody Fund, the philanthropic Victorian institution which built blocks of homes for London's poor and is named after its donor, George Peabody

A DAY TO REMEMBER

b

Mr. Thomas McBride hands out pound notes to a group of London's flower girls, at the start of a holiday given to them out of the Louie Pennington-Bickford Flower Girls Fund, inspired by the wife of a former rector of the church of St. Clement Danes



Right: The Rev. E. C. E. Burne, Guild Vicar of All-Hallows-in-the-Wall, in the City, looks towards the altar of the newly-restored church. Severely damaged by air attack in 1941, the church was re-consecrated by the Bishop of London on Tuesday of last week

NEW DAWN IN ALGERIA. After 130 years, French colonial rule in Algeria ended. With practical unanimity the millions of Algerians plumped for independence and danced for joy in the streets. A blood-red dawn it proved. For in Algeria, as elsewhere, there is no such word as independence, no such words as freedom, sovereignty, liberty or whatever other catchword or battle-cry will impel peoples to exchange one yoke for another. That is the great illusion. For individuals, groups, nations, independence is a will-of-the-wisp, freedom a chimera. For one and all, freedom is the acceptance of discipline and interdependence. And when the dawn of "freedom" breaks, it is more usual than rare that a struggle breaks out for the right to harness the new yoke on the dancers in the street. The struggle for power can be as bitter and bloody as the struggle for freedom. The rank and file lick their wounds while the brasshats wrangle over the spoils.

ENGLAND EXPECTS. . . . Nelson has looked down from his Column on all too many undignified scenes of human passion and folly, and one trembles to think how much nonsense and hot air have been wafted up to him. The newly-formed National Socialist movement, which lately held its first meeting among the spouting fountains and pigeons, presumably got the success it hoped for—wide publicity, at the cost of a few bruises and egg-stains. Its stock-in-trade comprised the old Fascist slogans and signs, anti-Semitic and pro-Führer, which Mosley and his blackshirts (now turning green like the old frock-coats of funeral purveyors) have made almost respectable by comparison. Why do crowds assemble to give publicity to "movements" which they detest, when they could assure a total flop if they stayed away? The answer, I suppose, is curiosity and the hope of sensation and "trouble." I admit that, from a safe place, I should enormously enjoy (even in old age) emptying a basket of rotten eggs in shrewd

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

shots at the face of a young man caterwauling on the plinth. But I would not choose the first really lovely July day; and Mr. Butler really must begin to interpret freedom of speech a little more sensibly in the interests of the sane majority. These scenes are "ugly," not so much because violence is ugly, but because the candid camera is nowhere else so cruelly candid as when it does its work in Trafalgar Square and other centres of mob-law exercises. A screaming middle-aged woman being borne away by a policeman is a sight too obscene to invoke pity or ridicule; and bespectacled bawling youths and men and women in the gutter are too sordid to raise a laugh. One can, and does, feel pity and sympathy for chattering apes and melancholy, bare-bottomed baboons. The human species which seeks to revert to its forebears' way of life, evokes no feeling but disgust for a ham-handed, amateur performance. Far better to dance all night in the streets to Humphrey Lyttelton's Jazz Band during London's festival and show the world that the faces and gestures of Londoners are not always as hideous and sordid as Trafalgar Square so often depicts them.

PENALTIES THAT HURT. It struck me that a note of desperation crept into Lord

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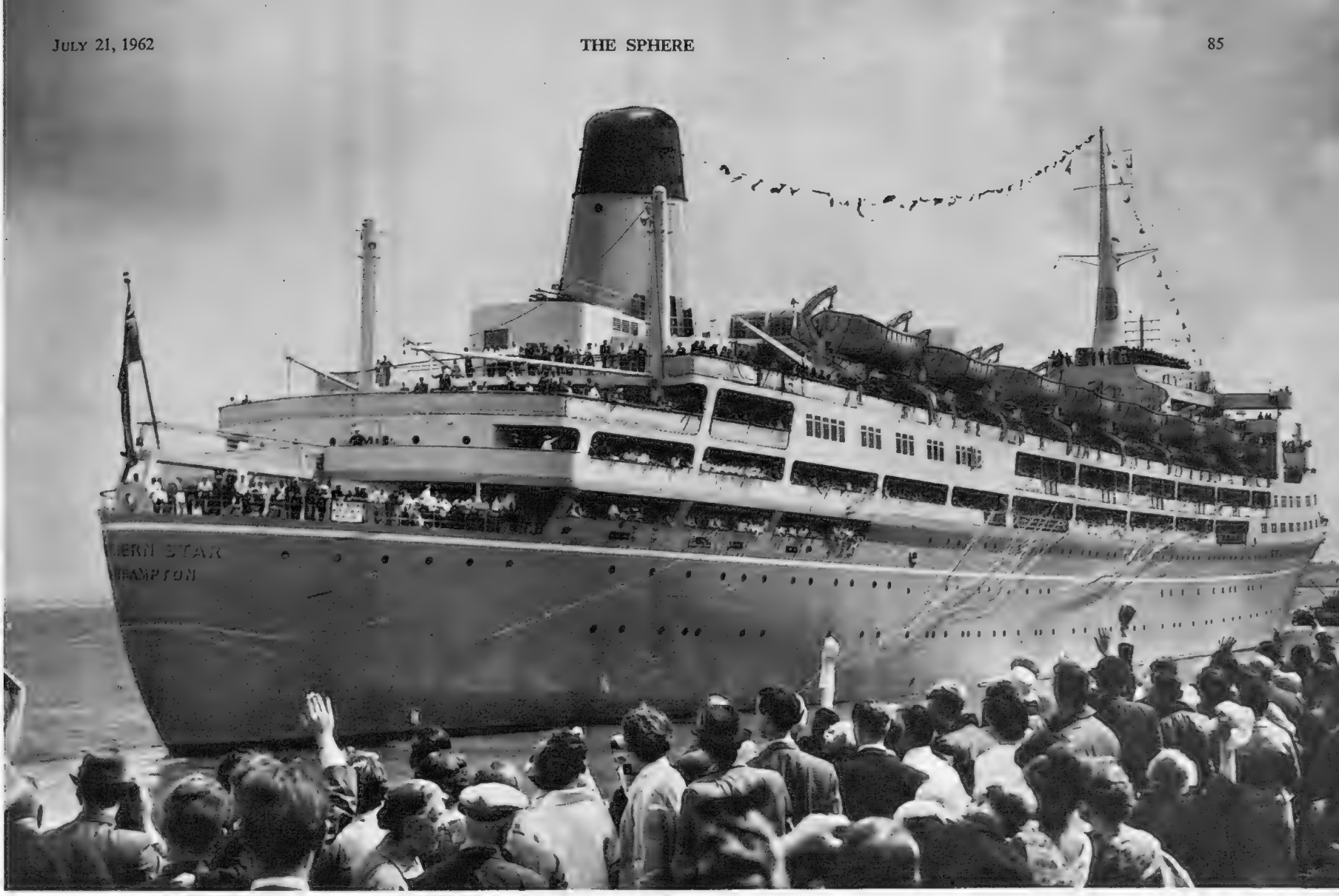


The new 22,000-ton Shaw Savill liner *Northern Star* is towed by tugs from the dockside at Southampton at the start of her seventy-six-day maiden voyage round the world

Parker's appeal to Lincolnshire magistrates when he implored them to step up their fines to a scale that really hurts. Lord Chief Justices and Lord Chancellors have been urging magistrates and their association for years to do this. I remember when a £5 fine was described as mere chicken-feed. Today Lord Parker called £10—" about half a week's pay packet "—far too low to impress or correct a serious breach. *Uniformity* throughout the country Benches by mutual agreement in scales of fining was another matter which the Lord Chief Justice and his predecessors have long urged on Chairmen and Clerks of the Peace, and most of them have deplored the reluctance of juries to take seriously charges of drunken driving, although in this last particular Lord Parker was more optimistic. Two other points which various Lord Chief Justices have rammed home are that the trappings and majesty of the Law are quite as important in juvenile as in adult courts and that the criticisms of laymen journalists of magisterial decisions and their apparent inconsistencies should be totally disregarded by Benches. In other words, that criticism of judges and magistrates may often be merely padding for a newspaper column. No one wants to secure a uniform and automatic scale of fines throughout Britain. Every case must be judged on its merits and it is perfectly reasonable, on the evidence, that two defendants convicted on exactly the same charge should receive penalties widely different. No one who has not attended both trials can judge the rightness of the sentences. But of two things I am sure: unless Benches take courage to step up penalties for ruthless and reckless offences, the supersession of lay-magistrates by stipendiaries will come about ever more quickly; and until juries acknowledge the seriousness of grave motoring offences sent for trial, the slaughter on our roads will continue to grow. And better by far than a fine which really hurts the offender, is *suspension* for a long period *without* the right to appeal for its reversal. For that at least is a penalty which both hurts the offender and removes one danger from the roads.

A SIMPLE REMEDY. The cynic might say that the Government is desperately pursuing in road traffic regulations the simple remedy patented by Dr. Beeching on the railways: when you are up against an insoluble problem, eliminate the factors which cause it. The railways don't pay, so do away with railways. Motor-cars cause congestion and death on the roads, so take cars off the roads. It may soon be an offence to drive in bad weather. I only hope that when bad weather suddenly breaks, I shall not be caught in the middle of Bowes Moor, where comfortable sleeping conditions are hard to find. I also hope a saving clause will protect a doctor on an urgent summons. As for making safety belts obligatory on all new cars, it is worth pointing out that recently an expert investigation into their advantages suggested that just occasionally they might inflict injuries as grave as those which the Road Research Laboratory claims they can avert. If the *maximum* speed of all cars intended for the home market were governed down to 45 m.p.h., I fancy that road casualties would cease to be a national problem and most of us would get to our destinations alive and in just as good time for dinner or luncheon or what-have-you. As for cars built for overseas markets, *caveat emptor*.

LORD'S DAY OBSERVANCE. The authorities at Lord's, denied two days' gate-money by the premature ending of the second Test, must have rejoiced at Eton's decision this year to dissociate Long Leave with the Eton-Harrow match. For some years past, that practice has kept the boys away in the country. Matches of " Fowler's year " excitement are rare, and passions raised among schoolboys over cricket results are no longer intense. It may be that compulsion increased the " gates " last Friday and Saturday. The boys were brought in busloads and entered free, but the boys have sisters, cousins and aunts who pay, and perhaps there was an improvement both in numbers of female dependents and in their dress fashions. "Absence " was called in the precincts of Lord's each day (with the welcome connivance of the Lord's authorities) to ensure the attendance of unattached boys. That is what is called " Lord's day observance "—an admirable thing if it does not go back to the days of free-for-all fighting with umbrellas and toppers—both of which, I think, as swords and shields, are *out*. *Qua* cricket, it proved quite a sparkling draw, with Harrow on top till the last hour or so.

BRIC-A-BRAQUE. £2,000 a square inch still seems to me a lot of money to pay for land in the City and perhaps the same rate for a cubist painting can be regarded as on the high side, too. Someone recently paid £27,000 for an early Cubist painting by Braque which (to the untutored eyes of Mr. Khrushchev and myself) might well be confused with the ground plan of a City site. The buyer, I suppose, expects to make a profit, a quick or long-term profit, and it 's anybody's guess if he will. If you pay that rate for land in a city, at any rate you can build profitably upwards to the stars on your purchase, but such a picture remains a ground plan, and some day, I suppose, it may come to be regarded once again as over-priced. But not yet. At the moment this Cubist doodle is a serious claimant for somebody's surplus capital. An " unattractive " Braque is worth no more than £8,000. The blimps and boneheads and squares will remain blind and besotted until our affluent society suffers a serious jolt. At the moment the shrewd eyes have it and turn over their money very profitably. It is hard on the modern poets that they can't cash in as profitably with *their* work, for they can be every whit as obscure and ugly and unintelligible to the majority of mankind. But you never see a modern poet driving a Bentley or a Rolls. Nor indeed a Cubist or a modern impressionist; it is the middle-men who catch the rich flats, the artists who live in tenements.

THE OLD STAGER

With the first performance at the beginning of this week of *Uncle Vanya*, all three plays of Chichester's first season are now running in repertory until September 8. It will be remembered that this exciting new theatre—altogether a remarkable enterprise—has an open stage, with the audience sitting in steep tiers on three sides of it. Much theatrical debate is going on about the advantages or otherwise of open stage *v.* proscenium arch. Dame Sybil Thorndike remarked in a sprightly way recently that the logical end of the picture stage, with its proscenium arch, was the cinema. Whatever the merits of the case, it is true that Chichester is not only a challenge to actors but also a challenge to audiences. Not until they are more versed in the ways of the open stage, besides appreciating the excitement of its intimacy, will it be possible to judge the full success of the first season.

Under its director, Sir Laurence Olivier, Chichester has a season of three plays which demonstrate its possibilities. Besides directing all three, Olivier is playing important roles in two of the plays—a Herculean effort. The first play is *The Chances*, by Fletcher, remade into a Restoration comedy by the Duke of Buckingham. Its vastly complicated plot of the amorous intrigues of two Spanish gentlemen is given a sizzling production in which Keith Michell and Joan Plowright especially shine. In contrast, the second play is John Ford's *The Broken Heart*, full of that sad stoicism and controlled formality of this too-little-known late Jacobean dramatist. In it Olivier gives one of his strongest performances as Bassanes, the jealous courtier. Rosemary Harris as the heroine Penthea has been much acclaimed. The last of the plays is Chekhov's *Uncle Vanya*, for which, with Sir Michael Redgrave in the name-part, a particularly strong cast has been assembled.

THE CHANCES: Francisco (Danvers Walker); Vecchio (Peter Woodthorpe); and Surgeon (Timothy Bateson)

ENTERTAINMENT

CHICHESTER

The three plays in repertory

THE BROKEN HEART: Penthea (Rosemary Harris) and Bassanes (Laurence Olivier). **Right:** The final scene. Centre is Calantha (Joan Greenwood) over the body of Ithocles (Keith Michell)

THE CHANCES: Constantia (Joan Plowright) watches the duel between the two Spanish blades—Don John (Keith Michell), left, and Don Frederick (John Neville)

UNCLE VANYA: Telyegin (Lewis Casson); Sofya Alexandrovna (Joan Plowright), Vanya's daughter; and, foreground, Uncle Vanya (Michael Redgrave). **Left:** Ilyena Andreyevna (Joan Greenwood), Vanya's second wife, and Vanya

THE VOICE OF THE COMMON

PAKISTAN

Attitude towards Britain's proposed entry into the Common Market

Basically, Pakistan's attitude towards the emergence of the European Economic Community has been one of admiration and approval. The same attitude extends also to Britain's proposed entry. In a historical sense, this development is of incalculable significance to the future of Europe. At the same time, of great immediate concern are the possible repercussions of Britain's entry on Pakistan's exports which are a key to its economic well-being and the success of its five-year plan.

Pakistan has an area of 365,000 square miles and a population of 94,000,000, but it is an under-developed country. A concerted effort is being made to develop the country's economy and to raise the national and per capita income. The Second Five-Year Plan (1960-65), which involves an expenditure of Rupees 23,000,000,000 (£1,730,000,000) seeks to increase the gross national product by 24 per cent. and the net per capita income by 12 per cent. The Plan is being financed with the help of the World Bank and a consortium of friendly countries including France, Germany and U.K. One of the most important objectives of the Plan is to raise Pakistan's foreign exchange earnings by 15 per cent. This target can be achieved only if the demand for Pakistan's primary commodities continues to expand, their prices remain stable, and there are increasing opportunities for the export of manufactured goods.

U.K. and the European Economic Community accounted for 38 per cent. of Pakistan's imports and for 33 per cent. of its exports in 1960-61. They thus hold the key to Pakistan's future commercial progress. The imports were very much in excess of the exports. This growing imbalance needs to be rectified by the adoption of liberal trade policies by the enlarged community and the expansion of trading opportunities for Pakistan.

To have an idea of Pakistan's needs, it may be noted that the provision for debt and servicing will rise from Rs. 80,000,000 (about £5,976,000) in 1960-61 to Rs. 480,000,000 (about £34,856,000) in 1965-66. This liability will increase further when debts now being incurred become due for repayment. This liability can be discharged only if Pakistan can improve its foreign exchange earnings through a substantial increase in exports. Experts are agreed that prospects of increase in foreign exchange earnings from raw materials are not bright. First, there is the long-term adverse trend in terms of trade against producers of primary commodities. Secondly, growth of internal consumption limits the supply of raw materials for export. Pakistan's hopes, therefore, of increasing export earnings depend on maintaining and further expanding foreign markets for her manufactured goods.

Pakistan has not been directly associated with U.K.'s negotiations with the European Economic Community, but it has been consulted from time to time on matters of special interest and has been kept informed of the progress of the negotiations. Pakistan has also tried to make its views known to the Governments of U.K. and the Six and to the European Economic Commission in the hope that appropriate concrete solutions will be evolved. With regard to possible solutions, Pakistan's views might be summarised as follows:

(i) Duty-free entry into U.K. should continue for primary commodities and raw materials, especially raw jute, cotton, wool, hides and skins, oil cakes, etc.

(ii) There should be nil duty on tea and abolition of excise or revenue taxes on this item.

(iii) Duty-free quotas should be provided for temperate foodstuffs of special interest to Pakistan such as fish and rice.

(iv) There should be special treatment for manufactured goods, hand-woven woollen carpets, cutlery and scissors, which Pakistan is in a favourable position to manufacture and to export.

(v) There should be some provision for potential exports of manufactured goods of factories now under installation.

Mr. Abul Kasim Khan, the Pakistan Minister of Industry (right), speaks at a Press conference during a recent visit to London for discussions on economic matters

WEALTH

ADEN

The background to next week's constitutional talks

Talks are due to start in London next Monday (July 23) between Mr. Maudling, the Secretary of State for the Colonies, and Ministers of the Government of Aden and of the Federation of Southern Arabia. The subject will be the Agreement signed by the interested parties in Aden on May 17 this year relating to the proposals for the entry of Aden colony into the Federation, and the constitutional advance in Aden to facilitate such entry. After the talks the proposals will be made public and presented to the Legislative Council of Aden and the Federal Council for discussion.

The town of Aden (population 150,000) was taken by the East India Company about 100 years ago after a plundering incident (it was then a village), and became a Crown colony in 1937. It has at the moment a Legislative Council consisting of 12 elected, 5 *ex-officio* and 6 nominated members with an impartial Speaker appointed by the Governor. The Executive Council of 10 (5 *ex officio* and 5 elected) have been styled Ministers since 1961.

The Protectorate, divided into eastern and western parts, consists of the territories and dependencies of Arab chiefs, most of whom are in treaty relations with the British Government. It has an estimated population of 660,000. In February 1959, six of the rulers of the Western Protectorate joined together to form what was called " the Federation of the Arab Amirates of the South." Three other chiefs joined this later. This grouping has a legislative body called the Federal Council, consisting of a number of representatives of each member State. Executive authority is exercised by the Supreme Council, consisting of Ministers elected by and from the members of the Federal Council.

Discussions had been continuing in Aden since August of last year on the question of Aden colony joining the Federation. Last November the Aden Protectorate Levies were formally handed over to the Federation at Al-Ittihad, the Federation's capital. The Levies, which now constitute the Federal Army, were formed in 1928 to protect Aden from the landward side, to guard the airfield and to provide garrisons for the Red Sea islands of Perim and Kamaran. Basically an Arab force trained and commanded by British officers, they comprise five infantry battalions, an armoured-car squadron, and signals and administrative units.

The items in " The Voice of the Commonwealth " are contributed and do not necessarily reflect the views of the Editor of " The Sphere "

The Duke of Edinburgh and Chief Adebo, the Nigerian Ambassador to the U.N. arrive at the Connaught Rooms, in London, for the inaugural dinner of the new Britain-Nigeria Association. **Right:** Mr. Edward Heath, Lord Privy Seal, chats to Mr. Jaja Wachuku, the Nigerian Foreign Minister, at the Foreign Office in London. Mr. Wachuku was returning to Nigeria from the U.N. in New York. While in London he criticised the British Press for its reporting of the Western Nigeria parliamentary crisis, and of his own speech on the question of Southern Rhodesia to the U.N.

BOOK REVIEW

An important history of India from ancient times to Nehru

Mr. Percival Spear, in his volume, INDIA (University of Michigan Press and Cresset Press. 63s.), has picked his way through the difficulties inherent in covering 2,500 years in 450 pages to produce an excellent general survey. For all the difficult undocumented centuries up to the rise of the Mughal Empire, he merely indicates trends and influences, " disregarding for the most part dynastic lists and chronological controversies." The Mughals and the period of British rule are naturally dealt with in greater detail, but still with a clear eye for the relevant and with a constant awareness of the world background. Mr. Spear is at home in political, social and economic history; he writes with equal ease of holy men and viceroys. Moreover, he is not afraid of challenging judgments; Clive is " The Conquistador of British India rather than a major Anglo-Indian statesman," and Jinnah is " the abettor of fanaticism in the clothes of Bond Street." Although his sympathies appear to be with Congress rather than with the Muslim League, his account of the partition in 1947 is unprejudiced and factual.

The author sees the British rule in India as part of a general pattern of invasion and absorption, similar to that which prevailed in Chinese history. They acted as the " harbingers of the modern West." The fusion of Western technology and Eastern spirituality will give India an important role in the future of the world, he believes. She " will not lead the world in science, in industry, or luxury living, but she may well make invaluable contributions to mankind's understanding of itself and the human art of living."

M.K.W.

A picture of the occasion three years ago when Mr. Lennox-Boyd (now Lord Boyd), the then Colonial Secretary, attended a dinner in Aden to mark the inauguration of the Federation of Arab Amirates of the South. **Right:** A scene at the Aden barracks of the Protectorate Levies, which became the Federal Army last November

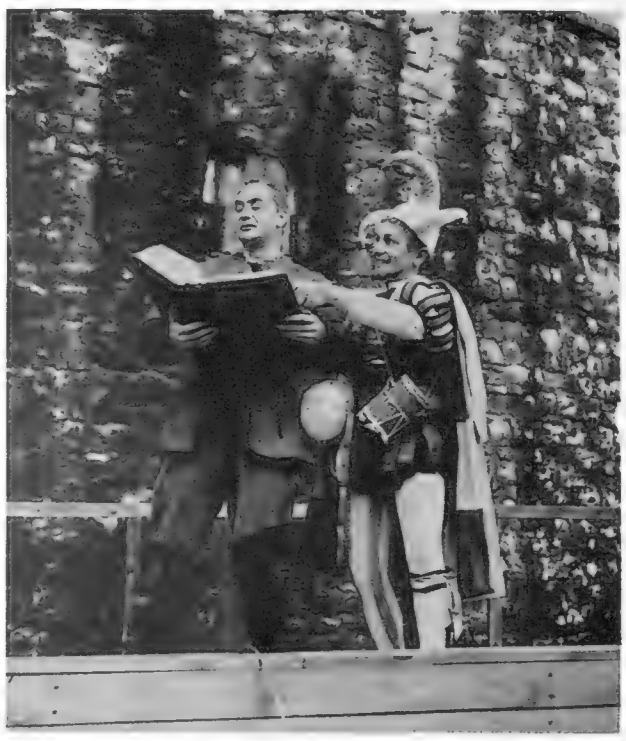
Left: The rock-surrounded buildings of Crater, the alternative name for the town of the Crown Colony of Aden

THE CITY FESTIVAL

The two-week Festival of the City of London, which ends on July 21, opened with a Service of Dedication in St. Paul's Cathedral. During it Edmund Rubbra's *Festival Te Deum* was sung—one of the several musical works to be given their first performances during the Festival. Later in the evening the Lord Mayor, Sir Frederick Hoare, gave a reception at the Mansion House for the Queen. She was presented with an Entertainment devised by Mr. John Betjeman and joined in the singing of old-time music-hall choruses.

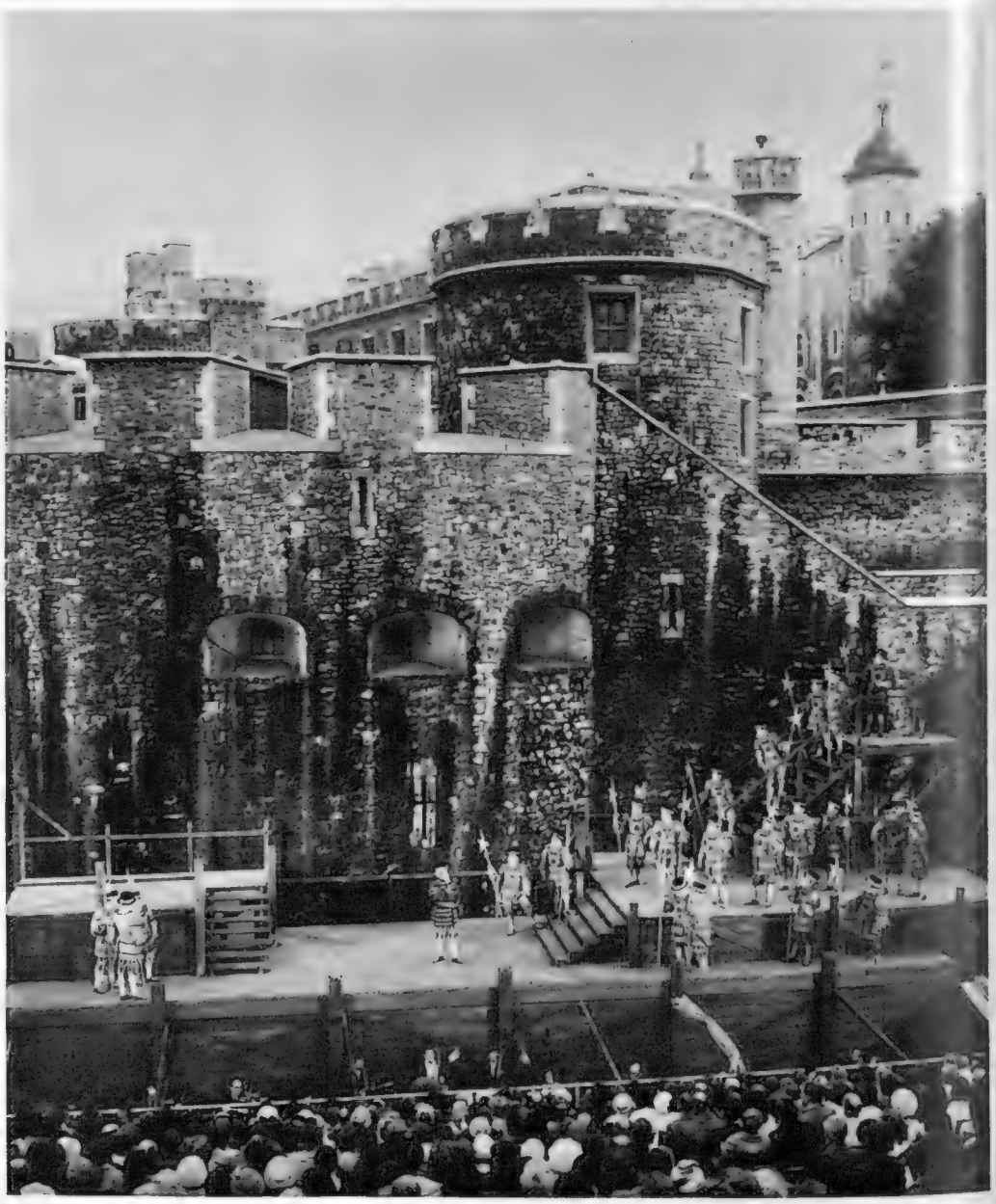
Throughout the fortnight the City has been offering an enormous range of activities, grave and gay. Business houses have supported many of the enterprises and Lloyd's has opened its gallery above the Underwriting Room for the first time to the public unescorted. The programme for the last three days is as varied as ever. On July 19 the B.B.C. Thursday Invitation Concert is being given in Stationers' Hall. The medieval miracle play, *The Raising of Lazarus* (already seen at Coventry and during the Bath Festival), is being performed in St. Paul's. On July 20 an ox will be roasted at Old Change and after dark Handel's *Water* and *Fireworks Music* will be played on the Thames by military bands. July 21 sees the final performances of *The Yeomen of the Guard* at the Tower and of Purcell's *Dido and Aeneas* in Guildhall, and the closing sessions of *In Praise of Wine* in Guildhall crypt.

The Queen waves from the balcony of the Mansion House. With her is the Lord Mayor



Wilfred Shadbolt (Kenneth Sandford) and Jack Point (John Cameron) in the Gilbert and Sullivan opera at the Tower

The public watch from the gallery at Lloyd's



A performance of *The Yeomen of the Guard* in the moat of the Tower of London

LAKESIDE PALACES OF UDAIPUR

Aristocracies everywhere have to make adjustments to new conditions. In India, especially, the Princes have experienced a complete revolution in the course of this century. Under the British rule the princely states had preserved a large measure of internal autonomy, but the coming of independence in 1947 saw a systematic surrender of their powers. By 1949 all 554 states which had acceded to the new state of India (except Jammu and Kashmir) had been integrated. The rulers signed individual agreements under which, in return for giving up their states, the Indian Government gave them suitable compensation.

Udaipur, a town on Lake Pichola, in Northern India, was one of those principalities incorporated in the larger state of Rajasthan in 1947. To meet his changed status the present Maharana, Sir Bhagwaat Singh, is converting Janiswan, the most beautiful of Udaipur's four royal palaces, into a luxury hotel for tourists. The original palace, which dominates the town, now belongs to the Government. The Maharana is very different from his more autocratic ancestors. He dislikes great ostentation, is fond of historical studies and cricket, and is a supporter of Nehru and the Congress Party.

Of ancient Rajput lineage, he bears the title of Maha Rajpramuk (First of All the Princes), which is still recognised by the Republic of India. The dynasty appears to have settled at Chitor in the eighth century A.D. When the city was captured by Akbar in 1568, Maharana Udai Singh moved to the present site of Udaipur, where his line has lived with great pomp and prestige ever since. Now the rulers of Udaipur are shorn of their power; but the Maharana was paid a special visit by Queen Elizabeth II during her Indian tour of 1961, and the family still preserves with pride the secret of a special liqueur distilled from attar of roses.

The high wall of the original palace of the Princes of Udaipur, as seen from Lake Pichola

Sir Bhagwaat Singh, the present Maharana of Udaipur. His family claims descent from Rama, the Hindu sun god

The present residence of the Maharana, situated in the centre of a spacious formal garden

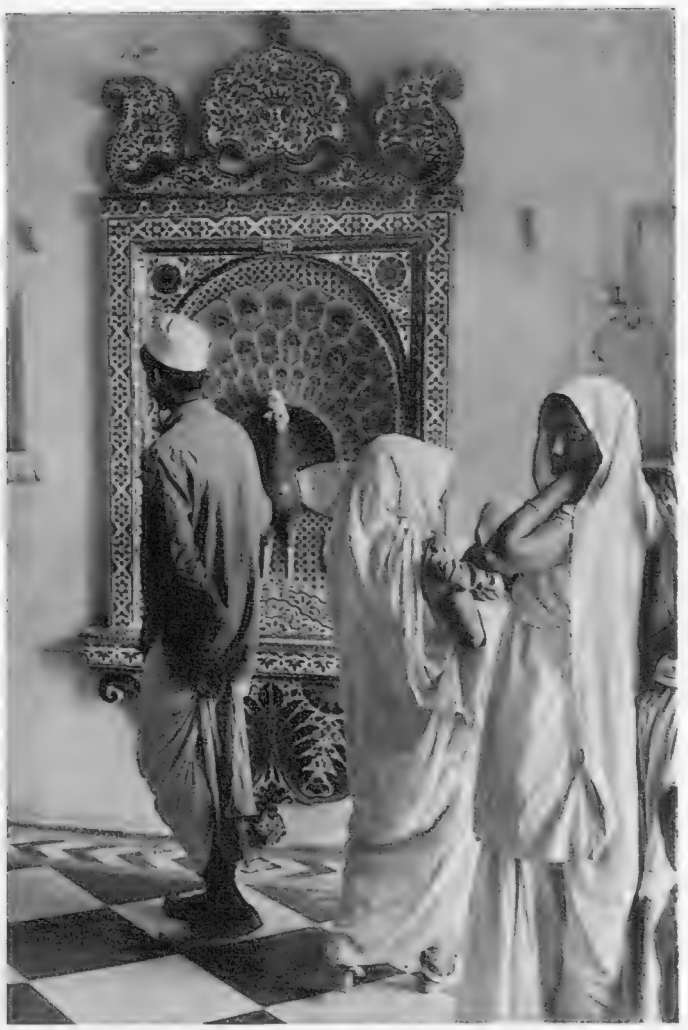
LAKESIDE PALACES OF UDAIPUR

(*Continued from previous page*)

Guests talk to the Maharana during an evening party given by him. The princely residence contains three hundred rooms with rich furnishings such as the ornate Bohemian console on the wall in the background

The cenotaphs of the Mal[illegible]ranas, two s

o the south of Udaipur. They are in Jain style and stand around the place of royal cremation



Visitors to one of the palaces pass a mosaic peacock panel. Left: A view of the island palace of Janiswan, from a window in the old palace

BRIAN VESEY-FITZGERALD

THE GRAND CATARACT OF NORTH WALES

The seven wonders of Wales, according to the old rhyme, are

> Pistyll Rhaiadr and Wrexham steeple,
> Snowdon's mountain without its people,
> Overton yew-trees, St. Winefride's Wells,
> Llangollen Bridge and Gresford bells.

That was obviously written by a north Welshman (all those places are in north Wales!), and there will be many south Welshmen who will not agree wholeheartedly with that list. For that matter, I am a north Welshman and I find it impossible to go all the way with the poet, whoever he was. It is a very odd list and in sore need of revision. But no Welshman would disagree about Pistyll Rhaiadr. This *is* a wonder. Moreover, could it be moved and set down anywhere else in the British Isles, it would still be a wonder.

Pistyll Rhaiadr is a waterfall near Llanrhaiadr-ym-Mochnant (roughly, " the church near the waterfall in the gorge of pigs "), which is a village on the very borders of Denbighshire and Montgomeryshire. Actually, both " pistyll " and " rhaiadr " mean waterfall; which suggests tautology. But pistyll really means a waterfall in the nature of a spout—a siphon gushing water into a glass is a good example of pistyll—and this waterfall well merits the emphasis. For it shoots, gushes, from a 300-ft.-high wooded cliff in two clear leaps—the first the pistyll, the second the rhaiadr—with scarcely a break between them: and that break is invisible until you are right up to the waterfall and within reach of its spray.

This is not the highest waterfall in the British Isles—that honour belongs to Glomach, in Ross-shire, which is 370 ft. It is not even the best known—that is, the most visited—waterfall in Wales. The Swallow Falls at Bettws; Aber, near Penrhyn; the Mynach at Devil's Bridge, all attract many, many more tourists: which, since Pistyll Rhaiadr outmatches them all, may seem a little strange. But Pistyll Rhaiadr is far from any tourist centre, and not at all easy to reach.

It can be approached only by four miles of twisting road from Llanrhaiadr-ym-Mochnant (where, by the way, there is a very good inn) or by a long, rough walk over the Berwyns. The road, which ends abruptly at the foot of the cliff and which serves no more than perhaps four farms and maybe a dozen cottages, has a remarkably good metalled surface, but it is so narrow that it is virtually impossible to pass anything much wider than a bicycle. Pistyll Rhaiadr is only for the adventurous.

But how very well worthwhile! The narrow road runs between roughly parallel ridges, which rise gradually in height from a few hundred to 1,500 or more feet, and ends at the precipitous cliff barrier over which leaps the Afon Disgynfa. In all these four miles there is not a level acre of ground. Here and there, by the water's edge, is a narrow strip of sedgy meadow, but everywhere the ground falls sharply to the swift, rocky stream. Yet the narrow valley road has not a single sharp incline, but runs in the gentlest of switchbacks for the whole of its length: a road fashioned by generations of men walking to and from their work on the hills and accustomed to finding the easiest way across difficult country.

And what of the fall itself? Borrow was moved to exclaim: " This Rhayader, the grand cataract of North Wales, far exceeds all the cataracts of Great Britain and her neighbouring isles in altitude and beauty." We know (but he did not) that, so far as height goes, that is an exaggeration. But for the rest? Let Borrow speak again:

> What shall I liken it to? I scarcely know, unless to an immense skeip of silk agitated and disturbed by tempestuous blasts, or to the long tail of a grey courser at furious speed. Through the profusion of long silvery threads or hairs, or what looked such, I could here and there see the black sides of the crag down which the Rhayader precipitated itself with something between a boom and a roar.

You can see (and hear, though not quite so soon) the fall while yet a long way off. But do not be content with that, for if you do you will not really notice the great natural arch through which the rhaiadr passes before plunging into a black, quivering pool with a small shingly beach on the lower side. This is the bottom of Pistyll Rhaiadr proper, but from there the stream continues in a series of short leaps for another 50 yards or so and a fall of perhaps as many feet, before it comes to another, amber-coloured, pool, deeper and stiller, in which it pauses for breath before it resumes its rocky rush down to the Tanat.

Borrow talked to the old lady who lived in the farm at the foot of the cliff, and she told him that she had watched a Russian climb the arch, stand for a moment on the top and then slither down the other side. When I first read *Wild Wales*, that filled me with enthusiasm and I tried to emulate the Russian. No doubt it has been done on other occasions; but not often, I think. For most people the climb to the arch will be more than enough: the crossing is really a job for an eel.

The farmhouse, in which Borrow talked Welsh with the farm-wife and drank, free of charge, a glass of buttermilk, is still there. In my young days the farm-wife would provide a drink and maybe soft bread and cheese, and would have been insulted by the offer of money. But progress has come to this remote valley: the farmyard is now described as a " car park " and there is a notice up about a café. It looks as though people are discovering Pistyll Rhaiadr. But I do not think that they will ever get many up that road: and the road cannot be widened.

If you are walking, it seems a pity, having got to Pistyll Rhaiadr, to walk all the way back to the village. Borrow, though he usually stuck to the roads, also thought it a pity, and walked the fifteen miles across the high moors above the fall to Bala. I would not recommend that, unless you are very fit. There is a path, none too easy to follow; but if you stick to the ridge you cannot go far wrong, by way of the lonely tarn of Llyn Lluncaws, and close by the summit of Moel Sych (2,713 ft.) and over Cader Berwyn (2,712 ft.), down to Llandrillo.

This is only about eight miles: but eight miles of pretty tough going and some of the loneliest walking in all Britain. Borrow gripped his trusty umbrella " by the middle, a sure protection against all enemies, dogs, bulls and footpads." Today, you are unlikely to see anything more than a sheep—and that is the sort of walking I like.

On a farm in the Cotswold Hills, near Winchcombe in Gloucestershire, a pair of sturdy horses are used for hay cutting, a rare sight in these days of mechanised farming

Spectators in deck-chairs watch the game between Canford and Bryanston played at Canford School, at Wimborne, Dorset

Bryanston go out to field led by their captain, A. Stelling (centre)

M. Whitaker (Bryanston) bowling. He took six for 37. **Right:** D. Duff-Mitchell and J. Twentyman opening for Canford

PUBLIC SCHOOLS CRICKET

CANFORD v. BRYANSTON

The home side, Canford, won the toss and chose to bat on a wicket that gave the bowlers some encouragement. When Whitaker, Bryanston's most successful bowler, gained the wicket of Duff-Mitchell, only 17 runs had come in 40 minutes. Dew was bowled by Whitaker's next ball and Twentyman was then run out. Canford's score was 21 for three, but Baxter, the captain, and Morrow added 36 before Morrow was caught off the last ball before lunch. More wickets fell and Canford slumped to 57 for seven. But Baxter, playing a captain's innings, and White, added 46 for the eighth wicket. Baxter was last out for 42 and Canford's final score was 124. In their turn, Bryanston found batting difficult. Twentyman took four for 29 in 25 overs and Dalgleish took three for 26. In the closing overs, Bryanston defended desperately to earn a draw, their final score being 81 for eight.

R. F. Baum, one of Bryanston's opening bowlers. **Left:** M. Dalgleish (Canford) is caught for 0 by the wicket-keeper, A. C. E. Everett

GABOR DENES

YACHTING

505's racing. National Championships for this class will be held at Hayling Island, July 23-28

It seems fitting that the sailing race which is to conclude the City of London Festival this Saturday takes place in almost exactly the same waters as the very first yacht race ever sailed in England.

On July 6th of 1775 an advertisement appeared in *The Advertiser* that H.R.H. Henry Frederick, Duke of Cumberland (brother of George III), was about to give a silver cup to be sailed for on July 11: "A Silver Cup, the gift of His Royal Highness, the Duke of Cumberland, is to be sailed for on Tuesday, the 11th instant from Westminster Bridge to Putney and back, by Pleasure Sailing Boats from two to five tons burthen, and constantly lying above London Bridge. Any gentleman inclined to enter his Boat. . . ."

It is known that a few weeks before this race the Cumberland Fleet, the very first yacht club in England, was formed, and its members had agreed on the conditions of the race. Among the rules laid down were " only those boats which were never let out to hire would be allowed to enter " and also that " the Gentlemen, about 18 or 20 in number, who sail for the prize have come to a resolution to be dressed in aquatic uniforms." The owners had to steer their respective vessels, and for this race were allowed two assistants.

The race which had to be postponed for lack of wind to the 13th was attended by solemn ceremonies. The Duke was embarked in a State barge, and another barge was " in company " with a band of music. The boats racing were anchored in line, in previously allotted positions, and their captains went on board when signalled to do so. Then, on the firing of a gun the race started.

Mr. Parkes, in *Aurora*, won the race. He was taken on board the commodore's barge, and introduced to H.R.H. In the meantime, the Duke's butler had filled the cup with claret, and handed it to his master, who then drank the health of the winner, and finally presented him with the cup. Captain Parkes in turn drank the health of the Duke and Duchess, with three cheers from the crowd, music and artillery salvos from the river and the banks. . . .

The Cumberland Fleet prospered, races were held each season, some years later for larger vessels below the bridges. Eventually dissension caused the break-up of this first " club," and from its ruins the Thames Yacht Club was formed on August 14, 1823, now known as the Royal Thames Yacht Club.

Few of the spectators watching the fleet of over 300 modern sailing dinghies this Saturday racing from Putney to the Tower and back, will think that they are watching an event to go down in history. Yet these small vessels are breaking new ground on the occasion of the first ever City of London Festival just as much as their predecessors, the small craft of their day, had done by racing between the bridges of the London river 187 years ago.

There are 323 entries for Saturday's race, the principal prize of which is the new *Evening Standard* Trophy. They come from seven of the best-known racing dinghy classes, chosen for their suitability for racing through the bridges. Fourteen-ft. Internationals, Merlin-Rockets, Enterprises, 12-ft. Nationals, Fireflies, G.P.14's,and Solos will be racing among themselves as well as against each other on handicap.

For the starts and the racing to be manageable, five of the classes will start divided into two groups, making twelve starts necessary. The International 14-footers will leave at 9.30 a.m., to be followed by the others at five-minute intervals. The finish of the first race on the ebb is at the Tower, and when the tide turns, the second race will start there in the same groups, to finish at Putney.

Boats on the Hard, above Putney Bridge. From here over 300 dinghies will be launched for the City of London Festival race

Driving from the tenth tee, downhill over a trio of bunkers. The hole is 384 yards long

BRITAIN'S GREAT GOLF CLUBS

RUSHCLIFFE

The professional, Don Smart, watched by Mr. J. G. Bryan, vice-captain; Mr. G. A. Bryan, past captain; and Mr. J. S. F. Hill, secretary. **Right:** Mr. Martin Redmayne, M.P., Government Chief Whip, and Mrs. Redmayne

The Rushcliffe Golf Club, situated midway between Nottingham and Loughborough and with a handily-placed railway station in Rushcliffe Halt, is unique in British golf courses in that it is the only one named after a Parliamentary Division, there being no village of Rushcliffe. The course is all that remains of the Wapentake of Rushcliffe, which before the 1832 Reform Bill returned two M.P.s. Rushcliffe is now a Division of Nottinghamshire. Its M.P. is Mr. Martin Redmayne, who is also a member of the club, the first person to hold both positions. The course itself is situated on a rolling, wooded ridge in the Trent valley and from it it is possible to obtain panoramic views as far as Charnwood Forest to the south and Belvoir Castle to the east. With its wealth of natural hazards, the course, just under 6,000 yards long—S.S.S.70—is a fine test. Perhaps the most beautiful hole is the 166-yard 14th, named Rushcliffe, near the supposed site of Rushcliffe Hall.

Next in this series will be Royal Cinque Ports Golf Club in the issue of July 28

From left are: Mr. C. Widdowson; Mr. K. S. H. Burt; Mr. C. K. Hemery and Mr. A. B. Harwood. **Centre:** Mr. G. C. Green; Mr. D. H. Green; Mr. P. Tilbury-Davis and Mr. A. S. Caunt. **Right:** Mrs. J. S. F. Hill, wife of the secretary; Mrs. N. Child; Mr. W. Topham, director; Mrs. B. Kyle and Mrs. J. C. Green, with the clubhouse in the background

TRAVEL

AUTUMNAL MOTORING HOLIDAYS

By **GORDON COOPER**

Taking one's car abroad is today delightfully easy. Almost all documents have been done away with, and all you need in most European countries (excluding Portugal, Yugoslavia and the eastern lands) are an international green insurance card, your logbook, an exportation certificate and your driving licence. You need an International Driving Permit for Spain. Your motoring organisation can help you with all details, while their arrangements in case of trouble remove any possible worries on a Continental trip, and there are also co-operative links with similar bodies abroad.

Taking a car across the Channel by Silver City Air Ferry (Lydd-Le Touquet) recently was no more difficult than waiting for a traffic light to change. Within five minutes of landing I was away on the road through Normandy, an excellent part of France for an autumnal motoring trip. It is a land of scenic charm and of historic appeal. Like Ireland, the food is fresh and unadulterated. The roads there are uncrowded, and I found no difficulty in parking in the towns. Prices struck me as reasonable, while the use of petrol coupons (obtainable through Cook's or from French banks in Britain) effects economies and their cost does not come from one's travel allowance. There are petrol coupons, too, for Italy (only obtainable through the Swiss Bank Corporation).

In addition to the Lydd-Le Touquet air ferry, there are other routes, notably from Southend (Channel Air Bridge) which beside short flights to Calais, Ostend and Rotterdam, roam further afield to Strasbourg, Geneva and Basle. The ship ferries from Dover to Calais are slightly cheaper but not so convenient. Think, too, of the long-range car-carrying trains (seasonal) run by French Railways which can cut out considerable distances in road travel. Parts of north-eastern France are also not particularly interesting to the motorist.

Most areas of France are tempting in the autumn, with the coolness of the season and the autumn tints. Hotel accommodation is rarely difficult to find. The *Michelin Guide* is most useful. In my experience for meals and often for accommodation, I have found that it is generally more satisfactory to choose a place with at least one star. Another publication that is invaluable is the annual *Guide des Hotels*—LOGIS DE FRANCE (obtainable from Hachette's or Hatchards, 11s.; or an abbreviated list from the French Government Tourist Office, gratis), for it lists reasonably-priced hotels in the countryside. I have always been perfectly satisfied with those at which I have stayed.

The Ile de France, the Loire Valley, Alsace, Savoy, the Auvergne, Provence, the Basque Country, and, of course, the French Riviera are recommendations, while for those who like to get off the beaten-track there are Poitou (with its historic memories and glorious Romanesque churches) and the lovely Jura.

Perfect also for a close-at-hand Continental holiday by car are the Belgian Ardennes, with the suggested inclusion of pocket-sized Luxembourg. This countryside with its forests and meandering rivers (good fishing), is a real delight, and you won't see many GB cars either. The small hotels are ideal: friendly and with comfort and good meals; just the places in which to laze, with only short mileages to cover. Bouillon would make an excellent centre from which to make excursions.

The car air-ferry to Basle brings you very close to Germany's Black Forest with its Alpine ridges, grass-clad ridges, orchards, and quaint, magical villages; and as an extension you could travel on to nearby Lake Constance, a region that is most pleasant in the autumn.

Switzerland, of course, hardly needs any recommendation to a Briton, and it is frankly impossible to suggest that any one of its districts is better than another. Last year, in September, I delighted in travelling round the Grisons (including the Engadine, about which I wrote last week); but I also fancy strongly the Ticino and the Valais. Moreover, by flying out to Basle a suggested itinerary could take you by way of Liechtenstein to the Grisons, thence, through a short portion of Italy, to Lugano and the Ticino. A return journey could follow the Rhône Valley (Valais), alongside the Lake of Geneva to Geneva, where the air car-ferry could be joined.

Further south, where it can still be quite warm in September and October, but with the atmosphere usually marvellously clear, the air crisp at night, and with the grape harvest in operation, I suggest the Dolomites, Tuscany and Umbria, and not so well known, the valleys of Piedmont and Aosta. There is a train car-ferry between Paris and Milan which brings you rapidly to the starting-point of an Italian motoring holiday. The roads, by the way, are excellent throughout the country, with a wonderful new autostrade that runs from Milan through Bologna and Florence to Rome, then beyond to Naples. If time and interests permit, an extension from Naples could be made along the Appian Way down to Apulia, with its superb and romantic remains (cathedrals and castles) left by the northern conquerors, whose apogee was reached under the cosmopolitan Frederick II (*Stupor Mundi*). The new Jolly hotels provide good accommodation in this fascinating region, almost unknown to tourists until now.

While climatic conditions in Scandinavia can be dubious in the autumn, and many of the resort hotels are already closed, yet an interesting road trip could be along the Green Coast Road, starting from Rotterdam (Channel Air Bridge), then through Holland via the 18-mile dyke which separates and protects the newly-formed Ijssel Lake from the North Sea to the Hanseatic cities of Bremen, Hamburg and Lubeck, thence by car-ferry to Trellenborg, in Sweden, along this country's south-west coast to Gothenburg, and back to Tilbury with car transportation by Swedish-Lloyd.

It is about 630 miles from Boulogne to Basque Spain, nearly 800 miles from a Channel port to Barcelona, but there are car-sleeper expresses between Le Touquet-Narbonne, and between Paris-Biarritz. Thus a tour of either the Costa Brava and Catalonia, or into northern Portugal, possibly by way of Galicia (a dampish part of Spain, but rewarding in its sights) is quite feasible. Frankly, I think the second choice is preferable from a motorist's point of view. I should add, however, that a visit to the Costa Brava could embrace an itinerary into the almost unknown, but scenically most attractive, Spanish Pyrenees. The return journey could then be shortened by the Biarritz-Paris car-sleeper.

The Renaissance-style Château d'O, near Mortrée, in Normandy

USEFUL INFORMATION

Silver City Airways, 62, *Brompton Road, London, S.W.*3.
Channel Air Bridge, 21, *Wigmore Street, W.*1.
French Railways, 10, *Haymarket, S.W.*1.
Hachette's, 127, *Regent Street, W.*1.
*Cook's, Berkeley Street, W.*1.
Swiss Bank Corporation, 99, *Gresham Street, E.C.2, also at* 11, *Regent Street, S.W.*1.
French Government Tourist Office, 66, *Haymarket, S.W.*1.
Italian State Tourist Department, 201, *Regent Street, W.*1.

The village of Torla, near the National Park and animal reservation of Ordesa, in the Aragon Pyrenees of Spain

The façade of the Cathedral of Lucca, in Italy

HIRING SELF-DRIVE CARS IN EUROPE

There are two views about owning a car; one is to regard it as a means of transport, the other to regard it as one of the family, which must accompany you everywhere you go, especially on holiday and particularly abroad. To leave the car behind in the garage and travel abroad by air or sea transport and pick up a self-drive car at the other end, would be a complete heresy for some, but extremely convenient for others. It is so easy to arrange these days through travel agents that it 's no wonder more and more people are taking advantage of the facility. You can either hire a car through a travel agent from his contractor, or through one of the many schemes operated by airlines and railways.

To be able to fly down to Nice and find a car waiting for you in the forecourt of Le Var Airport is a convenience which has to be experienced to be fully appreciated. But those who prefer to travel by rail have greater choice of pick-up points nearer to their final destination. For example, the French Railways' folder quotes 140 stations where a self-drive hire service of cars is available. By travelling overnight by train you can arrange for a car to meet you at stations like Hendaye, Perpignan, Annecy or, even, Paris. Such a service provides all kinds of possibilities for the holidaymaker who wishes to save himself long hauls across a country he already knows well.

There are one or two drawbacks to hiring a self-drive car abroad since it is unusual to secure any English model, and especially if you are arriving by air you cannot stuff away in a boot the hundred and one things which you can when you are driving from home. It is for this reason that families may prefer to hire self-drive cars in this country to take to the Continent. A medium-sized car costs about £1 12s. 6d. a day to hire, plus 6d. a mile. In addition there is a 20 per cent. surcharge for taking the car on the Continent, with an additional insurance of £3 a week, which in Spain and Portugal becomes £4 10s. a week. There are documents, ferrying charges, and passenger fares to take into consideration as well, and a deposit of £25 is also required.

On the Continent daily hire charges are more expensive but the kilometric rate is somewhat cheaper. In France a Peugeot 404 costs from £2 4s. 6d. to £4 8s. a day for periods of seven days and over, with a kilometric rate of 4½d. In Germany a Ford Taunus costs £1 19s. 6d. a day with 3¾d. being the kilometric rate. Rates vary very much from country to country, and cars can be freely taken from one country to another with a few exceptions. They must not be used in Eastern Europe, nor taken out of Corsica, Cyprus, Malta or Sardinia. Cars hired in the Irish Republic may not be taken into Northern Ireland by residents of Great Britain and Northern Ireland, and if you hire a car in Stockholm you have to confine your driving to Denmark, Norway and Sweden. It is best to ask a travel agent to show you the various schemes available.

W. D. C. C.

BOOKS

HOW TO SPEND MILLIONS

What famous American millionaires did with their money; two American novels head this week's fiction list

A variant on the game of "What would you do if you had a million?" is suggested by Mr. John Tebbel's book, THE INHERITORS (Gollancz. 25s.) in which the author tells us just what a number of immensely rich Americans did, in fact, do with their money, which in each case described amounted not to one but to many millions of dollars. Nearly all these immense fortunes were accumulated in the nineteenth century, though the first John Jacob Astor came over from Germany in 1783 to start the good work, at first in fur trading and later in real estate, and Commodore Vanderbilt was not much later, bustling round New York Harbour in 1812 supplying the forts under Government contract.

Mr. Tebbel has made arbitrary but, on the whole, reasonable divisions of his subject, dealing with the group known tolerantly as the "robber barons," who included Gould, Vanderbilt, Rockefeller and Mellon among others; the "wasters," or getters and spenders who, as the author sees it, featured the Astors, the Dodges of Detroit, some of the tobacco tycoons, the Belmonts and the last of the great spenders, William Randolph Hearst. He has written elsewhere of the families who conserved and expanded their financial estates, the Du Ponts, Fields and Morgans among them and, finally, of the bountiful multi-millionaires, headed by Carnegie, whose history has been closely concerned with the charitable distribution of their wealth. This is a fascinating volume and could have been even better reading if Mr. Tebbel had been more interested in the characters, as distinct from the reputations of his accumulators.

From the United States, too, come two of the most interesting novels of the week; one a brilliant piece of work by Miss Dorothy Baker and the other an intelligent, uneven, sometimes irritating but generally rewarding story by Mr. Christopher Davis. CASSANDRA AT THE WEDDING (Gollancz. 16s.) establishes Miss Baker as one of the most exciting of contemporary American novelists, and by that I do *not* mean that she is a writer of suspense stories or sagas of adventures but that her work is apt to be as hard to put aside as a flypaper and that her talent is a brilliant one without being in the least ephemeral. Miss Baker has written about twin sisters who have shared an apartment across the bay from San Francisco and who are now faced with separation through the marriage of one, the more tranquil and normal of the two, and the abandonment, as she sees it, of the temperamental one.

What occurs is a near-tragedy but one in which humour, good sense, marvellous characterisation and the most acute perception take their parts. There is no over-writing—as there could so easily have been in a "psychological" story of this type, but, on the contrary, a cool and absorbing study of contrasts as they exist even in the most closely-knit family relationships. I found this a quite exceptional book, as wise as it is brilliant, and I recommend it to you as the most stimulating reading.

BRISTOL IN THE 1880's by Reece Winstone (obtainable from booksellers, price 11s. 6d.), has as its cover this historic photograph, taken in 1889, of Victoria Street, Bristol, seen from Bristol Bridge. This latest addition to Reece Winston's series of *Bristol As it Was* contains 201 photographs, which have been exhaustively documented

A KIND OF DARKNESS (Hart-Davis. 21s.) is Mr. Davis's novel about another American family equally devoted in their different way to matters of the intellect and, during the last summer of the war, mourning their brilliant son killed over the English Channel. They are well off, living comfortably on their summer place in the country but perpetually, almost obsessively, concerned with good causes. A young man, who has been a friend of the dead son's, comes to stay with them, having been discharged from the Air Force on grounds of mental instability. It is his impact on the family that forms the mainspring of the book, and is the activating power throughout its length.

Mr. Davis has a sensitive and at the same time straightforward manner of writing and a very real ability to create and sustain character. The problems he poses—of liberal ways of thinking which sometimes ignore the fact that charity may begin at home, or of forbearance

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Garibaldi, one of the greatest masters of revolutionary war in any age, is the subject of a new biography by John Parris, who has not only consulted many original documents, preparing his own translations of them, but has had access to the hero's private papers stored at Caprera. THE LION OF CAPRERA (Arthur Barker. 30s.) forsakes the rather romantic vein of the Trevelyan studies. He has gone a long way in sorting out much of the legend (some of it created by Garibaldi himself) surrounding his exploits from the day in 1834 when he planned to seize the Genoa arsenal to aid and abet Mazzini's Savoy expedition, to his final fling in 1870 when he formed a volunteer corps to go to the aid of France, defeating the Germans at Chatillon, Autun, and Dijon. Mr. Parris handles the multitudinous events of Garibaldi's life with the great authority that stems from his mastery of the subject. The account of Garibaldi's visit to England, in 1864, when the working men who wished to do him honour found him "a prisoner of the gentry," on their part equally anxious to fete him, is described in lively fashion. London gave him such a welcome that the carriage fell to pieces when it eventually reached the Duke of Sutherland's residence at Stafford House. *The Lion of Caprera* is a first-class biography, and it clearly owes a great deal to the author's conversations with Clelia Garibaldi, the last surviving child of the General.

In his Biography of GEORGE III (Macdonald. 35s.), J. C. Long reveals much insight into the techniques of eighteenth-century government, employing, as it did, corruption for the worst and best ends alike. The author has seen that England was controlled by a very few men whose personal relations were often the key to public affairs. While he gives a sufficient account of the complex political and constitutionally significant events of the reign, his story is animated by a feeling for personalities and an appreciation of the scandals, animosities, and intrigues of the court. He deals sympathetically with the king's personality, and brings out the tensions between George's conception of the monarchy and the demand of the aristocracy that they should rule without the interference of the king.

ITALIAN LION

A new biography of Garibaldi

No king of England, before or after him, wielded such power over so vast a European territory as did Henry II, who, through his birth, through his father's bravery and mother's persistence, through his marriage with Eleanor of Aquitaine, and through his own skill and cunning, became Duke of Normandy, Count of Anjou and Maine, Duke of Aquitaine, King of England and Lord of Ireland, with the King of Scots and Duke of Brittany as his vassals. His empire stretched from Scotland to the Pyrenees. Yet for all his great power and vast territories, Henry met death almost alone, deserted by his barons and even stripped by his servants of his clothes. John T. Appleby's biography, HENRY II (Bell. 35s.), reveals this able soldier-statesman as a man of unflagging energy. Toil was the keynote of his reign, and the incessant journeyings which so exhausted his court were the means by which he maintained for so long his personal control of policy.

Earl Long, that bizarre politician and brother of Huey Kingfish Long, of the Roosevelt era, was an eccentric. In the summer of 1959 the Press were saying that Louisiana was in the grip of a "loony Governor." That clearly was not quite true, for Earl Long had powerful views on the rule of law and the Negro's right to vote, although he often expressed them in an extraordinary way. A. J. Liebling has written a profile of this notable eccentric in THE EARL OF LOUISIANA (W. H. Allen. 21s.). We get the impression of a rough old man and a brave one, and certainly American politics are not likely to throw up a more colourful figure for a long while to come.

Harold Underwood Thompson, Marketing Director of the Lonsdale Hands Organisation, has some valuable tips to offer the businessman in his thoughtful book, PRODUCT STRATEGY (Business Publications Ltd. 35s.). This is essentially a technical book, but one that the energetic businessman could, and should, readily assimilate.

Terence Reese has made an admirable new contribution to The Leisure Library with his treatise on THE GAME OF BRIDGE (Constable. 18s.). While the author deals with fundamental principles, he also has much to say about advanced strategy, and he is particularly absorbing in his consideration of methods of bidding designed to extend the range of responses. Here, are some of the deeper subtleties of an exacting game.

Welcome to the latest edition of LONDON NIGHT AND DAY (Architectural Press. 6s.). This is the tenth edition revised and, one may venture to say, almost as useful to the Londoner as to the visitor to town.

Richard Edmonds

carried to almost absurd lengths—are perfectly valid ones but there are moments when the reader may yearn for someone to tell the disruptive young alcoholic to pack up and get out, or to suggest that one can have too much even of a good thing. It is nevertheless a pretty good and well-constructed novel and gives a revealing and probably authentic view of one kind of American intellectual life.

With VISITORS TO THE CRESCENT (Chatto and Windus. 18s.), Mary Hocking steps right forward into the foremost ranks of those writers whose preoccupation is with vulnerable human beings exposed to the forms of violence both physical and philosophical. An Englishwoman who has converted the London house which once was her family home into a boarding-house has, as both lover and lodger, a Polish refugee, and she is appalled to find that he and two of his least prepossessing friends may be involved in a matter which is not only criminal but treasonable. The man himself is a pathetic figure, believing that his selling of information will be a guarantee of safety to his wife and child behind the Iron Curtain. He is not so much spiritless as broken in spirit, and it is his moral insecurity which his mistress is at pains to protect, even against the Scotland Yard detective with whom she is much more in sympathy. Extraordinarily human and even exciting.

TREPIDATION IN DOWNING STREET (Hart-Davis. 16s.) is a collection of sixteen short stories by Sir Lawrence Jones, whose choice of subjects varies amusingly from Provençal priests to Prime Ministers and whose [illegible] of manner and admirable use of the language more than compensates for an occasional lack of drive. The title story and *A Cautionary Tale*, dealing with the affairs of a college in one of the older universities, are quite the pick of the bunch.

As for thrillers, they are represented this week by a readable if unsensational story by Miss Elizabeth Ferrars, THE WANDERING WIDOWS (Crime Club. 12s. 6d.), in which a beautiful, damp Hebridean island is infested by as uneasy a band of ill-assorted tourists as ever crossed the Firth of Lorne. Some neat reasoning as to the plot but a certain lack of definition among the matronly suspect.

Vernon Fane

MARSHAL SAXE

Marshal Saxe was dragon's seed. Maurice was a bastard of Augustus of Saxony by the last of those frightful Königsmarcks, and inherited through both parents a remarkable skill and vigour in war and love. In an age of great leaders, of constant campaigns, short or long, important or trivial, soldiers of fortune came to their own and Saxe was sometimes compared with Marlborough and Eugene, whom, at the age of thirteen, he " helped " to lick the French at Malplaquet. But posterity (Napoleon above all) has somewhat debunked him. Certainly he deployed small forces and usually met inferior commanders. But he chose and used his staff officers wisely and was quick in tactical appreciations. After Malplaquet, he switched allegiance to Louis XV and at Fontenoy left the king master of the Low Countries. Nothing was too good for this youthful soldier of fortune. Created marshal and count, he gained his " Blenheim " in the Château de Chambord, where between and after his campaigns he lived in splendour with a private army and a harem and wrote his famous Manual of War. He died of excess at fifty-four.

In MARSHAL OF FRANCE (Hamish Hamilton. 35s.) Mr. J. M. White, in 300 pages, has done him ample (in England, *tardy*) justice, makes his campaigns intelligible and his love affairs amusing—a serious, full-dress biography, a manual of war (especially of siege-warfare) and a fine study of character and of an epoch. But not even in the most trivial detail should he be compared with Wellington.

John Gore

Pamela Moncur, Alexander Grant, Christine Beckley, Lynn Seymour and Anya Linden in the new production

Lydia Sokolova and David Drew

THE GOOD HUMOURED LADIES

at the Royal Opera House, Covent Garden

The Royal Ballet's revival of *The Good Humoured Ladies*, a light-hearted frolic in amorous intrigue to a score arranged from Scarlatti, gives today's audiences the chance to recapture the feeling of the great days of the Diaghilev Ballet. It is directed by Leonide Massine, himself one of Diaghilev's greatest dancers and the creator of the ballet in 1917. His re-creation for Covent Garden utilises the original sets and costume designs by Bakst. Warmly welcomed by the first-night audience was Lydia Sokolova in the role of the old Silvestra. In the first performance of the ballet in London in 1918, Lydia Sokolova made her English debut in another of the ballet's roles.

Photographs by Anthony Crickmay

Ronald Hynd, Brian Shaw, Stanley Holden and Antoinette Sibley

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

M. R. Bridgeman

The chairman of the British Petroleum Co. Ltd., the Hon. M. R. Bridgeman, has spent most of his working life in the oil industry, rising from a beginner, fresh from university, to be head of one of the largest British industrial companies. Born in 1904, the third son of the first Viscount Bridgeman, Maurice Richard Bridgeman was educated at Eton and Trinity College, Cambridge. He entered the Anglo-Persian Oil Company, as BP was then named, in 1926, and spent his first two years' service in Persia. Following that he returned to the London office and from 1934 he represented the company in New York for three years. During the Second World War, he became a temporary Civil Servant, in various posts connected with oil, ending up as a Principal Assistant Secretary of the Petroleum Division of the Ministry of Fuel and Power. Awarded a C.B.E. for his war service in 1946, Mr. Bridgeman returned to BP and worked particularly on exploration and production, making frequent visits overseas to deal with the many complex negotiations that side of the industry engenders. He became a managing director in 1956, a deputy chairman a year later, and in 1960 was elected to the chair of a company he had entered thirty-four years previously and had seen grow into a business with a turnover in 1961, his first full year as chairman, exceeding £1,000,000,000. Mr. Bridgeman is married and has four daughters. He still travels widely on business. When at home he has a small flat in London during the week, but likes to spend his weekends fishing, shooting and gardening near Petworth, Sussex

FURTHER GROWTH IN OIL EQUIPMENT

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

How long does it take an industry developed under forced draught to become firmly established and fully competitive? This is a recurrent question for the many developing countries in the world that have had to start up "infant industries" behind protective tariffs or with subsidies, and later begin to wonder whether they can dismantle the protection. But the same problem can arise from special circumstances inside mature industrial countries such as Britain, without any question of special Government assistance or protection—when the special circumstances change.

Not many sections of British engineering had as rapid a growth after the war as the manufacture of equipment for the petroleum and petrochemical industries. On the Continent, too, this section of engineering developed very fast, beginning a little later than in this country. Now manufacturers of this kind of equipment on both sides of the Channel are working well below capacity and looking for orders. This kind of engineering has run into two sizeable different difficulties at once: and each would have been formidable on its own. Its growth over the last ten to fifteen years has occurred partly through firms established in other kinds of engineering widening their interests to include it, and partly by the establishment of quite new companies. Not all the units in it, therefore, have much custom in other engineering fields to fall back on.

The main difficulty is simply a shift in the fortunes of its main customer, the oil industry; from time to time all specialised suppliers have such swings to bear with. Not that the world wants less oil; it goes on wanting more all the time. But the oil industry became accustomed, during the '40's and '50's, to so prodigious a rate of growth in demand and in investment to deal with it that even a slight moderation in the growth of demand has opened up a considerable surplus capacity to overhang its international market. This surplus does not exist evenly in all departments of the industry. It is perhaps most burdensome in the field of crude oil production, and in the fleet of tankers to transport oil around the world. There is not as much surplus capacity in oil refining—and in any case, particular companies may have to build refineries to serve particular regions even if their competitors have capacity to spare. The same is even truer in facilities for marketing.

Demand for certain types of oil equipment, therefore, continues at a respectable rate, and is likely to do so in line with demand for oil for many years. But this business in general is not quite the bonanza that it was in the early '50's. Moreover, the oil companies have been going through a stern course of self-discipline during the last few years; and its economy drives cannot fail to have a peripheral effect upon the industry's suppliers.

For a time, the development of surplus in oil tended to increase the interest of some companies in petroleum chemical manufacture, which is an extension of oil refining techniques that also demands very large amounts of specialised capital equipment. In the United States and on the Continent, therefore, expenditure on this kind of plant and equipment grew as other kinds of oil investment tended to level off or decline. This was to some extent true in Britain; but the larger companies established here had moved into petrochemicals somewhat earlier than those on the Continent or the oil industry's late-comers in the United States, so that the shift was not quite as marked.

Of late, moreover, some hesitation has appeared among oil and chemical firms over further investing heavy sums in petrochemicals. The pause is probably a temporary one. But there is some surplus of capacity for many of the chemicals concerned in the United States, and there has been a good deal of dumping of chemicals at low prices in European markets. Some of the European chemical manufacturers have had to reduce their rate of operations; there has even been one case of a new British plant for petroleum chemicals being "moth-balled" on a care and maintenance basis as soon as it was completed, without ever going into production. Petrochemicals, therefore, is not proving the "escape route" for oil-company investment—and for oil and chemical equipment manufacturers—that it might have seemed. So the market for this equipment isn't growing fast in any direction.

The second and more special difficulty that these British and European manufacturers are now facing is simply that dollars, from being a scarce and hard currency, have become an abundant and soft one. The United States balance of payments has shifted into deficit; the rest of the world tends to earn more dollars than it knows what to do with, and has certainly no incentive to hoard this particular currency.

Many kinds of British and European industry benefited after the war from the fact that people around the world wanted goods that only America used to produce, but hadn't enough dollars to pay for them. Suppliers to the oil industry were among them. The international oil companies were vastly increasing their own sales to Europe and other countries which were extremely short of dollars to pay them in. And all the international companies, even those domiciled in Britain or Europe, needed a large amount of purchases that they were accustomed to get from the United States.

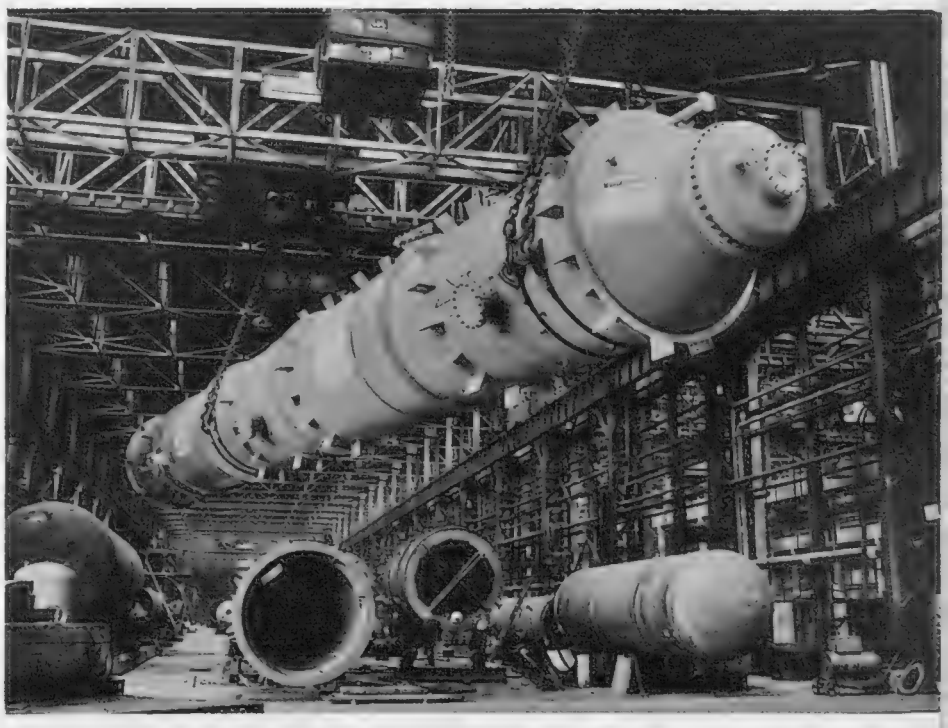
In Britain first, and later in Western Europe, the logical result was the development of "local manufacture" of as many things as possible that these oil companies needed, so that the amount of their earnings from oil sales that had to be remitted, finally, as dollars could be kept to a minimum. In particular, equipment could be built on this side of the Atlantic. It was no disgrace to the British and European industries that they had no established tradition of oil equipment manufacture; they have no domestic oil industries, while the United States had the largest in the world. The same applies in part to petrochemicals. Most European chemical industries had been based more upon coal than on oil, and most of the important innovations in the chemical industry of the last thirty years have occurred in petroleum chemicals.

Manufacture of oil equipment in Britain developed rapidly under this special stimulus. Some of the designs for special plant came from the United States, and a number of American companies set up branch plants here; but there was a significant advantage in buying outside America, and much of the post-war investment in international developments resulted in orders over here.

The end of dollar shortage, in the late '50's, came at the same time as the slow-down in oil investment everywhere. Now the United States, as well as this country, is being exhorted to carry through an export drive. Does this mean that a much larger proportion of oil industry orders will return to the original specialist engineering firms in the States?

If all other things had remained unchanged, perhaps it would. Fortunately for the British and European competitors in this business, they haven't. One of the reasons, indeed, why the United States has encountered difficulties over the dollar is that its industries no longer retain the advantages in cost that they did. American industries have always paid high wages; but in specialised fields of engineering such as this they have had enough special skill in design and enough advantage in labour productivity to keep a competitive edge in spite of this.

Their special ingenuity in design, based on longer and wider experience, remains: most of the innovations in oil equipment continue to come from there. But there has been a big advance in technical efficiency and productivity over here, which is allowing our advantages in lower labour costs to tell. The strength of our "growth" industries such as oil engineering, even though their special and temporary post-war advantages may have passed away, now lies in an ability to do the same job cheaper, and to make significant contributions of their own to innovation in design. As demand strengthens again, they seem likely to continue their expansion in what once seemed almost an American preserve.



An 82-ft.-long lubricants treating tower has been manufactured at the Greenwich works of G. A. Harvey and Co. (London) Ltd. for the BP Refinery at Kwinana, in Western Australia. Made of steel plate, the tower has an internal diameter of 8 ft. 6 ins. and weighs 49 tons. A second vessel for the Kwinana refinery, completed by Harvey's at the same time, was a 66-ft.-long extract stripper and vacuum flash tower

ADOLF MORATH PHOTOGRAPHS

BRITISH INDUSTRY

Schweppes' factory at Sidcup

Removing the calyx or hard tip from the end of the orange in the Sidcup factory. Workers can handle about 1,200 oranges per hour

Peel and fruit are weighed prior to being mixed in a stirring vat. This takes place after the fruit has been washed, the peel removed and shredded and the heart of the fruit finely minced

Bottles are filled with squash at a rate of 120 bottles per minute (600 dozen per hour). The bottles are then capped and proceed to the labelling machine

The process manager checks the panel which controls the numerous valves leading to fifty vats in the syrup room. The vats, and the pipelines to and from the room are all of stainless steel

Left: One of the mixing vats where the squash is prepared. The required ingredients are selected by the operative, seen in the photograph, on the control panel, by fully automatic process

A large new factory for Schweppes in the vicinity of Sidcup, Kent, started production in January 1961, necessitated by increasing demand in South-East England, which could not be met by productive capacity and distribution facilities in the London area. The main building of the factory is one of the largest of its kind in the country, with a total floor area exceeding 250,000 sq. ft. The design of the factory was started by the architects, Tripe and Wakeham, early in 1959, and the building was carried out in eighteen months.

It consists of a three-storey production building and warehouse, with an adjoining three-storey building accommodating the boiler house, water-treatment room, laboratory, canteen, toilets, locker rooms and administrative offices. The production floors are on three levels, all served by electric hoists. The first floor contains the fruit preparation and syrup rooms, and the ground floor the washing, bottling, filling and labelling production lines. On the lower ground floor are a large cold storeroom, garages and general warehouse area, as well as the sugar boiling and fruit production floor.

As with other large manufacturing firms in the food industry, Schweppes concentrate on research development. New features installed in the Sidcup factory include a laboratory to test raw materials and finished products. This enables the chemist to maintain control over all critical stages of processing in the production of minerals, squashes and fruit juice concentrates. Processing equipment is being extensively adapted to automation and associated electronically controlled systems. Temperature, pressures and flow-rate are automatically controlled and recorded under the chemist's supervision.

Processing water is chemically treated in a precipitation plant which provides high purity water. In production Coolmix filling systems are employed on carbonated unit installations. This type of system delivers a pre-determined ratio of syrup and water to the carbonating unit and provides a more uniform quality than the traditional system where bottles are dosed with a measured volume of syrup.

A total of 590 people are employed at the factory itself, and at the three associated depots at Canterbury, Purley and Romford. The output of the factory, including siphons of soda water and gallon jars of squash for large consumers, is about 900,000 bottles a day at the standard rate of operation for the various production lines.

Above: The Meyer liquid Premix can-filler which fills 500 cans every minute with Bitter Lemon, Golden Orange or Pepsi Cola

Right: A chemist carries out a test to determine if the correct amount of solids has been dissolved in the finished beverage. Samples are taken at all stages of the process for analysis and checking in the laboratories

British Industry

SCHWEPPES' FACTORY AT SIDCUP

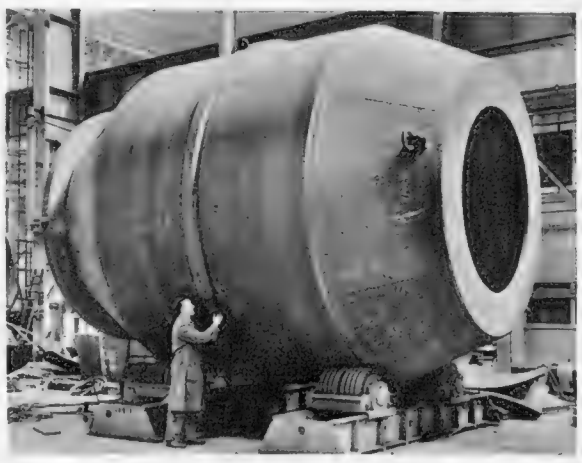
The Purdy labeller in action. Three of these machines support the squash filler, each labelling forty bottles a minute. This rate can be increased to sixty per minute for short periods in the event of one machine being out of action for maintenance

Left: All Schweppes' products are tasted daily by a panel consisting of members drawn from management, factory, laboratory and office staff. Before leaving the factory each batch is sampled and reported on by at least six members of the panel

During a recent ceremony at R.A.F. Gutersloh, Germany, to mark the long association between Rolls-Royce and the R.A.F. on its fiftieth anniversary, Lord Hives, who made the presentation of a silver cigar-box, and Squadron-Leader D. L. F. Thornton, No. 2 Squadron Commander, examine an aerial print of the ceremony only a few minutes after Lord Hives' son, Flight-Lieutenant D. Hives, had photographed the presentation from his Hunter 10 aircraft. The photo-reconnaissance Hunter made a low-level pass over the ceremony. It then landed immediately and the film was developed by high-speed processing. This provided a demonstration of the Squadron's photographic role. As early as 1920, No. 2 Squadron was equipped with Rolls-Royce-powered aircraft (Bristol fighters fitted with Falcons). Lord Hives, who retired as chairman of Rolls-Royce in 1957, worked on all the company's early aero-engines

NEWS OF BRITISH INDUSTRY

A 26-ton derrick crane, erected on three sections of Bailey bridgework, is supported by twenty three-ton steel floats, called "uniflotes," developed by Thos. Storey (Engineers) Limited, a member of the Acrow Group. The crane, after being tested in England, will be used in the construction of the Pepel ore-loading jetty, near Freetown, for the Sierra Leone Development Co. by Taylor Woodrow (Sierra Leone), Ltd.



Right: The 20-ton-capacity LD furnace vessel is one of two being supplied by the Steel Processes Division of Davy and United Engineering Co. Ltd., to the Halvourgiki Steel Company, outside Athens. The furnaces, using the LD processes, one of the new oxygen steel-making techniques, will form the heart of a new steel melting shop

GOOD LIVING

By Ganymede

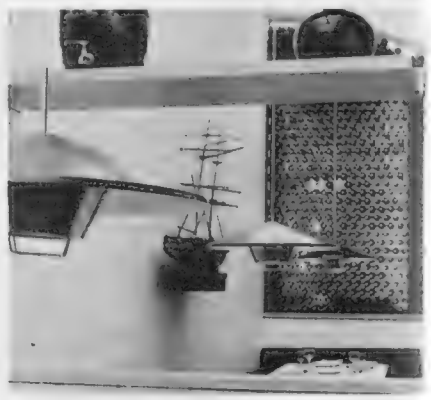
"The world's longest wine list" is to be found at the newly-opened Harveys Restaurant in Bristol. This is only one of the many attractions of this new venture by the go-ahead giant wine firm. Under the management of cookery expert Harold Wilshaw, the new establishment, with its cool Conran decor in converted ancient cellars, is going to be a great asset to the gastronomic amenities of busy Bristol.

The wine list, with its more than 1,000 items, makes fascinating reading. (A shorter, simpler list of a mere eighty items is also available, presumably for those in a hurry, and those who might be confused by the *embarras de richesse* of the full one.) The full list contains more than 200 clarets, 150 red Burgundies and 170 hocks and Moselles.

The vintages represented in clarets, vintage ports and Burgundies are most comprehensive, and many "museum pieces" are listed among the Trockenbeerenauslese type of German dessert wines at prices up to £10 a bottle. Such features in the wine list are bound to spread the fame and prestige of Harveys the world over. This restaurant is likely to become the international Mecca of the true connoisseur and the super-wine-snob alike.

Apart from curiosities and rare vintages, however, this list is remarkable for the number of wines included in it at reasonable prices. It contains some wines at 10s. a bottle, over twenty wines under 12s. 6d., sixty-five at 15s. and under, and 180 at £1 and under. So it offers something for everyone.

I am most intrigued by two unique wines among the many Champagnes listed, both from Moët & Chandon. The Brut Imperial 1911 (at £13) represents one of the best vintages of the early part of this century, and the Brut Imperial 1914 (at £15), also a very good vintage, has a special historical interest, and rarity.



One of the dining alcoves of Harvey's Restaurant, in Bristol, showing the illuminated bottle walls and the new type of adjustable overhead lamps

The grapes were harvested while the best vineyards, especially in the Montagne de Reims area, were under heavy bombardment by the German armies. Only few houses in Champagne managed to make wine at all. Moët & Chandon were one of the few, and their efforts were rewarded by an outstanding vintage.

In the ordinary way, I would not eulogise the quality of an old vintage Champagne such as these. Had the bottles been shipped, say five years after their year, and kept in cellars over here ever since, they would present a very poor outlook indeed. The chances of the wine being even drinkable would be very remote.

The two Champagnes in question, however, have a very different history. It is usual in most Champagne houses to keep a small stock of each vintage, before it has undergone the process of *dégorgement*, as a kind of reference library. It will be remembered that after the second fermentation in bottle, the slow and painstaking process of *rémuage* collects all the sediment near the cork of the bottle, which has by then reached an upside-down position.

Before the wine is ready for dispatch this has to be removed. It is done by expelling the (temporary) cork and the sediment with it, this is called the *dégorgement*. The bottles are then topped up and re-corked.

The stocks kept in the cellars for "library" purposes, do not undergo this last process until wanted for tasting. They are kept in the depth of the vast, dark cellars *sur point* (upside-down), stacked *en masse*, on their heads, the cork of one resting in the punt of the bottle beneath it. The 1911 and 1914 vintage Champagnes in Harveys list had not been *dégorgé* until quite recently, when they were tasted and shipped to Bristol.

The quantities available are bound to be small, and it is the scarcity value which determines the prices. In a note in the wine list, Harveys state that profits from the sale of the 1914 wine will be given to the Earl Haig's Fund.

It cannot be emphasised too much, that this kind of old Champagne is a very different wine to the kind that one might occasionally pick up in a sale. I should hate to encourage my readers to go out looking for old Champagne wherever they can find it. This could only lead to disappointment.

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COMPANY MEETING REPORT:

THE LONDON & EDINBURGH INSURANCE COMPANY LIMITED

STOCK EXCHANGE QUOTATION SOUGHT

MR. G. J. STEWART ON COMPANY'S RECORD OF GROWTH

The forty-third annual general meeting of The London & Edinburgh Insurance Company Limited was held on July 12 in London, Mr. G. J. Stewart (the chairman) presiding.

The following is an extract from his circulated statement:

Underwriters in the American Insurance field are becoming increasingly aware of its sensitivity to national financial and economic trends. The minor recession in 1960 created at once a climate that triggered-off severe losses in the surety field, as well as on the domestic front. It was one of these economic storms that gave us a heavy loss under a reinsurance contract to which I made brief references in my report last year. But for that unfortunate loss we would in 1961 have shown record figures, and we still achieved a trading profit of £111,213. It is, however, an indication of the growing strength of our Company that we can absorb such exceptional losses without prejudicing our dividend cover.

Our Marine Underwriting Agents in London, Bland Welch and Company Limited, closed the 1959 account with a substantial profit, leaving the Marine Fund standing at 184 per cent. of the premium income for the year. Our London non-marine agents, B. D. Cooke & Partners, also came up with very good results, and I would like to pay our tribute to both of these agencies for their consistent contribution to the Company's prosperity and progress. Aviation underwriting, too, has justified the confidence we previously expressed that good years were coming, and we have been able to transfer a profit from our own aviation department for the first time in several years.

Our domestic underwriting in Canada, now in its fourteenth year, again has been successful against a background of bad weather conditions that played its familiar role of eating into our summer profits.

Steady and profitable expansion is the keynote of our Home Agency organisation. Our retained premium income increased again by nearly 20 per cent., whilst our servicing and acquisition costs remained stable.

You will note from the accounts that the Life Department made very good progress. The strength of this account now permits a more extensive development of our operations in the Life Market. We shall soon introduce more variety into our range of Life Assurance contracts which will accord to the changes in modern thought and public need. The much-publicised " Equitas " policy still remains unique in its field and is proving increasingly in demand by a discerning public. The gross sums assured on our books now exceed £1,250,000.

UNICORN SECURITIES LIMITED

Rapidly becoming a most promising investment is our controlling shareholding in Unicorn Securities Limited, who now manage the following four Unit Trusts: UNICORN TRUST; FALCON TRUST; COMMUNITY TRUST; INTRUST FUND. The latter was formed in December 1961 in conjunction with the Royal Exchange Assurance for the purpose of affording Trustees and others the opportunity of investing in a balanced portfolio of wider range securities as defined by the Trustee Investments Act, 1961.

Last year was a difficult one for Unit Trusts generally, and, although Unicorn Securities Limited and Dillon Walker & Co. Ltd. made for us a small net loss of £8,019, we are pleased to report that figures to date already indicate a profit will be made in 1962. Funds managed now exceed £21,000,000, having increased by more than £2,500,000 since the year end. Unit Trusts are today the accepted media for saving by the small investor and there is an enormous growth potential in this field.

Our Investment situation remains strong and our Balance Sheet assets exceed £5,000,000 for the first time in our forty-three years' history. The market value of our investments was £120,967 greater than the book value at the end of 1961, and in spite of the recent market decline, was in excess of that figure in the middle of June this year.

We propose again to transfer £25,000 to General Reserve, increasing that Fund to £175,000, and we are also transferring a further £5,000 to the Life Fund. After these transfers, and payment of the same 15 per cent. dividend as last year, the balance of Profit and Loss Account to be carried forward now stands at £41,313, against £39,194 brought in at the beginning of 1961.

We are expanding in all essential areas of our business and we are in the places where the normal cycle of results will give us our fair share of profits.

We have always been willing to pioneer and take reasonable chances to make progress. Our record of growth over the last twenty years has justified that policy.

OFFICIAL QUOTATION SOUGHT

The Company's shares have for some time been dealt in unofficially on the Stock Exchange, London, and we consider that the time has now come when it is appropriate to obtain an official quotation for them. We are now, therefore, taking steps to introduce the shares. As a part of this process, we propose to sub-divide the present £1 shares into shares of 10s. each in order to make them more marketable.

We are also proposing to make a rights issue of shares which will provide us with further funds with which to finance our constantly expanding business.

We join our excellent staff in thanking policy-holders and friends for their continued and valued support.

The report and accounts were adopted, and a special resolution giving effect to the sub-division of shares was approved.

INDUSTRY AND THE STOCK MARKET

ABOVE THE BELT

By "THE SPHERE" CITY CORRESPONDENT

The Minister of Transport's decision to strengthen the safety requirements on Britain's cars promises to produce a new growth industry—production of safety belts. The Government's stated intention was to make it compulsory to fit safety belts on all new cars at some date to be fixed. Fitting two safety belts to each of the 600,000 or so cars made in Britain a year would mean 1,200,000 belts. This is more than twice the current rate of output of around 500,000 belts a year. But some major problems have still to be solved before belt fitting becomes widespread. First is some standard for belts: at present the British Standards Institute approves belts and over 1,000,000 of these have been sold—on perhaps one car out of every ten or eleven in Britain. The second problem is cost. Production costs are relatively high but should fall as output rises. On top of this, there is the paradox that purchase tax is levied on belts when these are fitted with the car, but not when they are supplied by a dealer.

For the future of the industry, a great deal depends on whether this paradox is solved, so enabling belts to be fitted by the motor-car manufacturers; at present, they generally fit the mountings only. The market for factory-fitted belts is in the hands of two major producers. These are Irving Air Chute, the parachute firm, which is American controlled, and Britax. Each of these supplies one of the big two car producers, with Britax making for the British Motor Corporation and Jaguar, while Irving supply Ford and Rolls-Royce. Irving is wholly owned by its American parent. But Mr. O. A. Proctor, who heads the board of Britax, recently bought control of the Excelsior Motor Co. This company has been making losses, but it is believed in the City that Mr. Proctor might use Excelsior as a means of marketing his major Britax interests.

Outside Britax and Irving, several of the larger safety belt producers are controlled by quoted companies. These include Romac Industries, a medium-sized firm which produces a wide range of car components, a division of the Lindustries industrial holding concern (the old Linen Thread group), and subsidiaries of Lex Garages, and Bury and Masco Industries. Romac, a London group made public early in the last war, introduced their safety belts during 1961 and Mr. R. D. Boyce told shareholders in the autumn their reception had been most gratifying. The City is expecting higher profits and possibly a larger dividend when 1961-62 results are announced later this year. Romac 5s. shares, which yield about 6 per cent., still reflect the difficulties of the early 1950's, when the company showed a loss in one year and shareholders' dividend had to be cut to 7½ per cent.

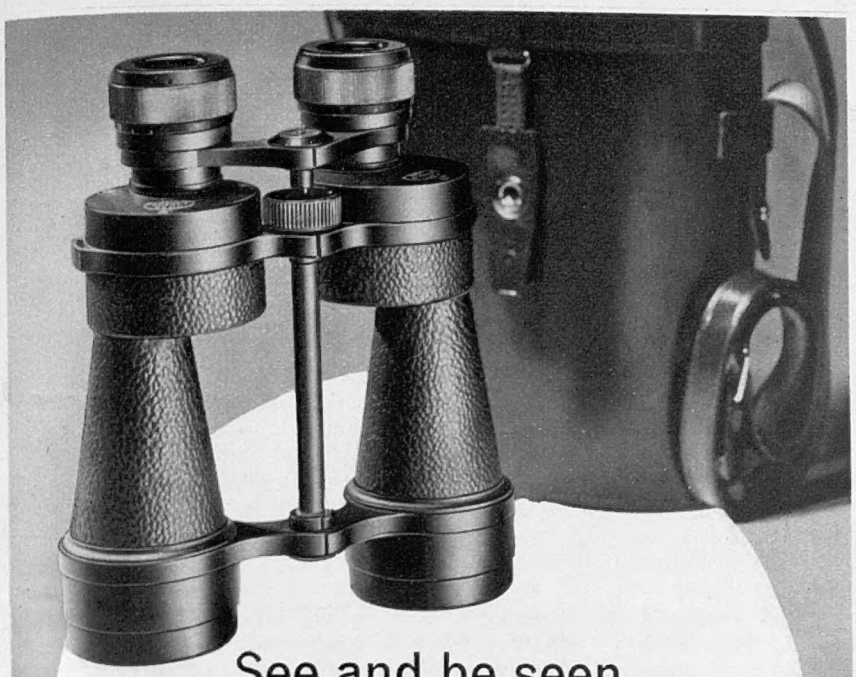
For Lindustries, safety belt production is only part of the total activities on a large engineering side—in turn flanked by an important textile business. It was this textile division which largely accounted for last year's setback. Profits were halved to some £220,000 after tax, and dividends had to be reduced to 10 per cent. from an earlier more optimistic forecast. But Mr. W. E. Luke reassured shareholders earlier this year that short-term prospects have become more favourable. The Delaney Gallay offshoot, bought in 1959, should do better from growing business from motor-car manufacturers.

Lex Garages also moved into safety belts through their basic motor business, which has extended into accessories such as Nenette cleaning equipment. Lex are primarily a car garaging and selling group, but are also well placed to market safety belts.

Bury and Masco, the fourth of the larger firms which supply dealers with safety belts, came into the industry from textiles. Bury and Masco is the product of a merger between Bury Felt and Mitchells, Ashworth, Stansfield. It was the Mitchells, Ashworth side of the group which marketed the Masco G safety belt, as an addition to the range of textiles supplied to the motor industry. Needleloom felts are being sold to motor manufacturers while Bury has moved into the plastic foam trade.

The City still suffers from the further uncertainty that the car manufacturers themselves might decide to make safety belts—though this is reckoned unlikely, as the " approved " system has worked so well. A possible compromise is that the car producers might buy belts in bulk from the specialist producers to sell ready fitted—always assuming that the purchase tax anomaly can be solved. For people who remain strongly convinced of the safety belt's likely appeal, Romac would probably be most directly affected by further growth in demand. As a well-placed accessory maker, Romac would also gain from the installation of belts in cars already on the road, as well as in new vehicles. Romac shares will appeal mainly to investors concerned with income and who are prepared to put money into a relatively small concern. People who prefer to stay in larger units will probably choose Lindustries or Bury and Masco. Both are still part of the textile industry, but take their profits from the industrial end of the trade. Lindustries shares can now be bought to yield about 8 per cent., with the added major attraction of recovery from last year's setback.

Bury and Masco, a good deal smaller than Lindustries, offers as much as a 9 per cent. yield—mainly reflecting current problems for cotton textile producers as a whole. For people concerned with income, Bury is the outstanding share. Investors concerned rather with capital growth have the choice of Romac or Lindustries, with Romac more closely geared to safety belt sales and Lindustries offering the usual investment attractions of a larger concern.



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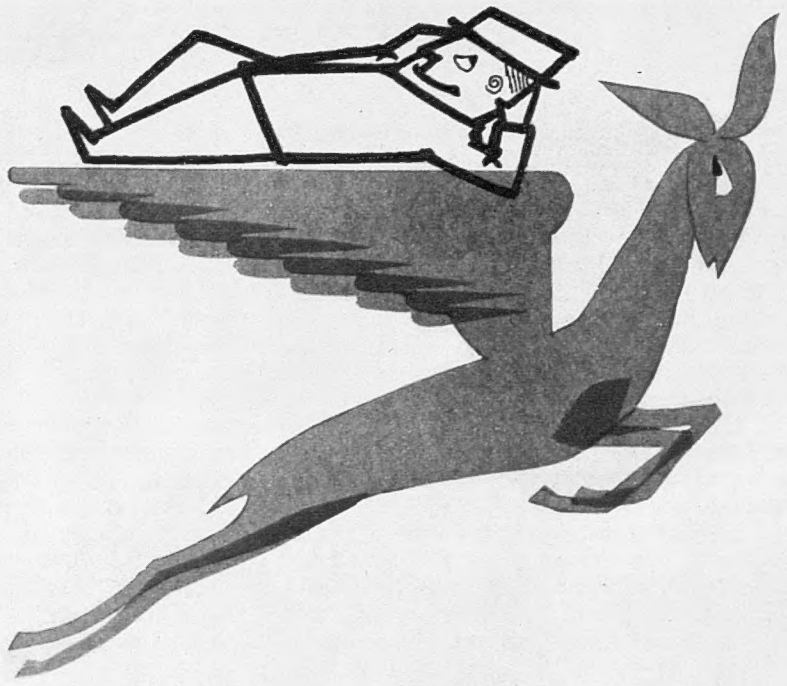

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MOTORING

DISC BRAKES TAKE HOLD

After only ten years they are in ever-growing use

By **COURTENAY EDWARDS**

Disc brakes are fitted to so many different cars nowadays that it is difficult to realise it was only ten years ago a disc-braked car won its first major race. The car was a Jaguar, the race a 226-mile event for sports cars at Rheims, the driver was Stirling Moss and the brakes were by Dunlop. A year later improved Dunlop discs helped Jaguar to gain first, second and fourth places in the Le Mans 24-hour race and it was the first time the race was won at an average speed of over 100 m.p.h. The superior cooling and fade resistance of the Jaguars' disc brakes enabled their drivers to leave their deceleration much later than their drum-braked rivals.

In addition to the virtues I have already mentioned, disc brakes are self-adjusting and immune from the effects of mud and water. They can be inspected for wear visually with great ease and worn pads can be withdrawn and replaced by the release of a single bolt.

The Vauxhall Friary Cresta estate car costs £1,271, including tax

In pioneering the development of the disc brake for cars Dunlop drew on their wartime aircraft experience. Most of the discs in world production employ the basic design features developed and patented by Dunlop.

I am told there are thirty-four different European models in production today capable of 100 m.p.h. or more and that twenty-nine of them have disc brakes. I think it is even more impressive that they have been adopted for inexpensive economy cars like the new Renault 8. On all four wheels, too.

The British motor industry offers a rich choice in the field of estate cars, a form of transport which is growing in popularity all the time. More families than ever before appear to relish the versatility of dual-purpose cars which, while sharing the good looks of a saloon (they are sometimes even better-looking) and offering saloon comfort, can, when required, serve as the carriers of loads which can be of awkward shape as well as heavy. I have lately had the use, for two different purposes, of two of Britain's most interesting estate cars. They are models of widely differing size, price and power: the big Vauxhall Friary Cresta (2,651 c.c., six cylinders, £1,271) and the smaller Ford Anglia de luxe estate car (997 c.c., four cylinders, £675). In their respective classes both perform with credit the motoring job for which they were designed.

The Cresta I tried proved to be a willing transporter of big loads which, however heavy, seemed to have little effect on the car's liveliness and road-holding, although there was naturally a greater tendency to roll. My Cresta had a manually-operated three-speed gear-box and I am inclined to think that for dual-purpose motoring it has advantages over automatic transmission (even though I have not revised my belief that within ten years most British cars, except the very smallest, will have two-pedal control). The 90-m.p.h. Cresta has an outstandingly useful speed range in middle gear, which gives a magnificent burst of acceleration even with a big load on board. The cargo space is enormous and the wide-opening tailgate makes loading easy.

The estate car conversion is done for Vauxhall by Friary Motors Limited, of Hatch, Hampshire. In this form the car weighs 1 cwt. more than the saloon. My fuel consumption worked out at about 23 m.p.g. Optional extras include disc brakes at the front (£22), automatic transmission (£175) and overdrive (£66).

It was the de luxe version of the Anglia station wagon I tried out. I was impressed by the smoothness of the engine, now fitted with an improved Solex carburetter. It has an accelerator pump which eliminates the flat spots about which Anglia owners sometimes complained and unless the driver is leaden-footed it has little or no effect on fuel consumption. My own figure was over 30 m.p.g.

The estate car has larger tyres than the saloon and the axle ratio has been lowered. So the estate car has a slightly lower road speed, relative to r.p.m., than the saloon, yet it still cruises easily at 70 m.p.h. The de luxe Anglia estate car (heater £16 10s. extra) costs £62 more than the de luxe saloon. There is a basic model at £654.

The annual auction of vintage and veteran cars at Beaulieu Abbey, Hampshire, again proved an enjoyable social fixture. Business was good but the guests jointly entertained by Lord Montagu and Mr. David Wickins (chairman of Southern Counties Car Auctions) did not let their minds dwell too heavily on the relative technical merits of cars like the Lagondas, Silver Ghosts and the early Vauxhalls. There could be no better setting than the lawns of Lord Montagu's thirteenth-century Palace House for a party of this kind on a day when the sun shone continuously and enabled those guests who wished to sit on the grass at the edge of the lake for their lunch.

In the free-and-easy atmosphere of the event the four Wickins brothers—David, John, Jack and Jim—who have jointly built up Southern Counties into the biggest organisation of its kind in the world, all took part in the light-hearted business of selling some forty old cars. They brandished the gavel in turn while Mr. Michael Sedgwick, curator of the Montagu Motor Museum, drew on his rich fund of motoring knowledge to describe the fascinating horseless carriages put up for sale.

More than half the cars offered found purchasers, the best price—£1,130—being paid for one of the rare open tourer versions of the Rolls-Royce Silver Ghost. This well-kept 1924 model was bought by Mr. Samuel Johnson, thirty-four-year-old only son of Mr. H. F. Johnson, president of the American Johnson's Wax Polish Company. The son is in charge of the firm's international division, with headquarters in London, where he has been working for two years.

He told me it is his first vintage car and he would not be sending it to the U.S. Lord Montagu and Mr. Wickins between them bought for £250 a 1909 Briton for the new Motor Museum they are setting up at the Measham car auction centre in Leicestershire. It is a 2-cylinder, 10-h.p. two-seater with canvas hood and brass radiator built by the Star Motor Co. of Wolverhampton.

During the Beaulieu sale further details were announced about the new £30,000 Measham Museum, which will be opened to the public later this summer, with an official opening next spring. The co-operation of firms like Dunlop and Lucas is being sought in staging permanent displays tracing the evolution of various aspects of car design.

Have you ever had an early-morning Silver City booking at Le Touquet and wondered where to spend the night close at hand? I know there are lots of pleasant hotels in Le Touquet and that there are also some good ones at Montreuil and Etaples, but when I was returning from France recently I wondered if there was anything else and got out my *Guide Michelin.*

I found that at a place called Le Crotoy, at the mouth of the Somme, and only 25 miles from Le Touquet, there was an hotel named de la Baie with a restaurant—Chez Mado—which had been awarded a Michelin star. It sounded just right—and proved so. Le Crotoy is a small fishing village and holiday resort on the Somme estuary opposite St. Valéry and the Baie and its associated restaurant are run by Mado Poncelet and Jean Poupart. Mado is a hotelier of the old school who colours the whole place with her strong personality and is fond of flopping into any vacant chair beside a guest and talking about this and that.

She told me that every year, on a Sunday in either October or November, she stages at her restaurant a Kermesse aux Poissons. For a fixed price, including the appropriate wines, she offers a choice of twenty-five different fish dishes in eight separate courses. I must try it some time.

Briefly. . . . The 1964 British Grand Prix will be held at Brands Hatch, Kent, and the R.A.C. will be organising it themselves. . . . Tolls for the new Dartford-Purfleet road tunnel under the Thames will range from 6d. for a bicycle and 2s. 6d. for a car to 6s. for a coach. . . . Reliant Engineering have started home market deliveries of their 100-m.p.h. Sabre Sports car. . . . One in every eight vehicles concerned in an official nation-wide spot check on diesel fumes was making too much smoke.

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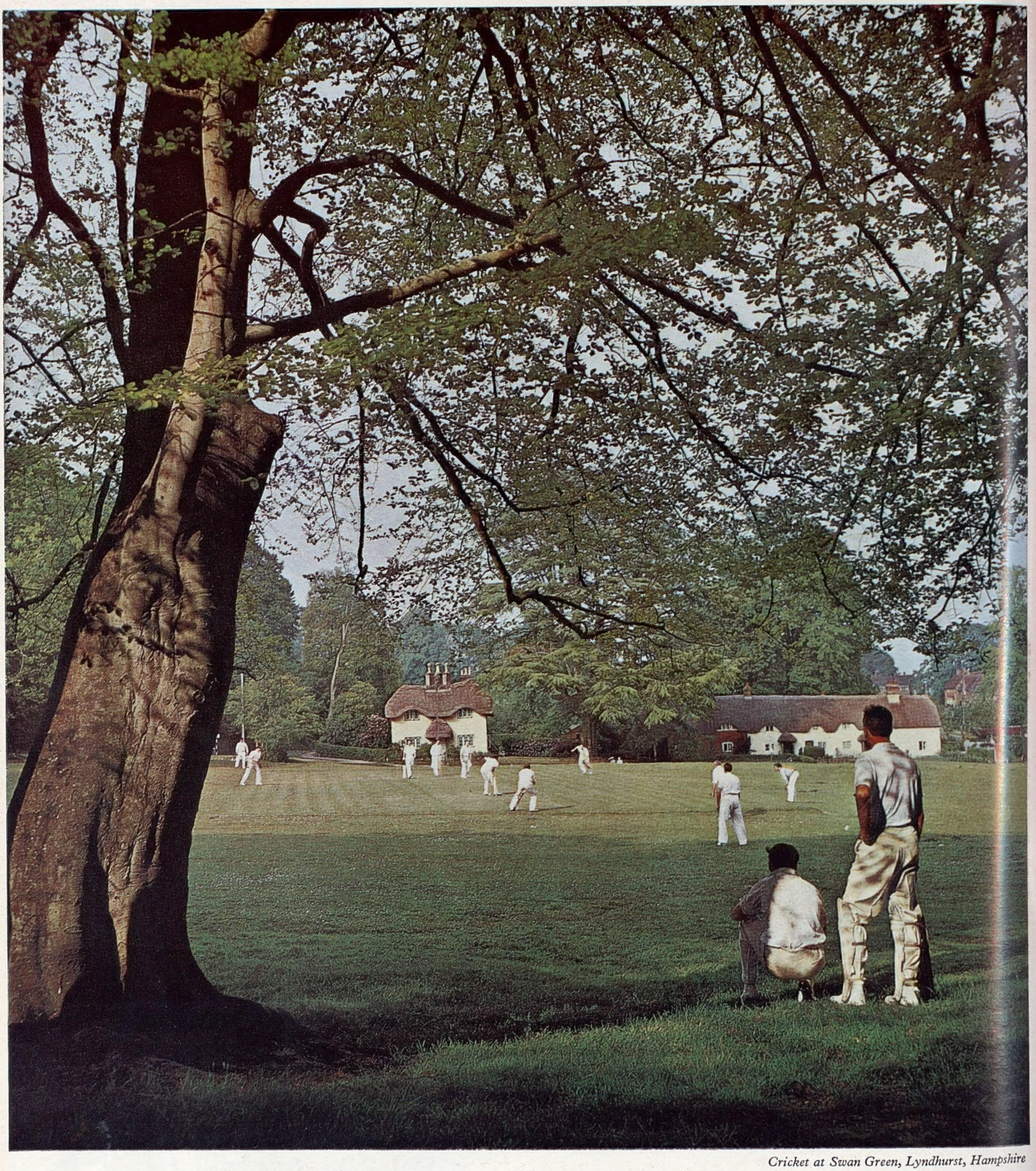

Cricket at Swan Green, Lyndhurst, Hampshire

CRICKET on a shaded village green, with flaying willow and shilling teas, is as English as England itself. It was in settings like this that the game developed from as early as the 13th Century, when the wicket was a hole, the bat L-shaped, and the ball was rolled along the ground. Since then every rule and condition has changed except the length of the pitch—one chain—and cricket has become so popular that a five-day Test Match at Lord's can draw as many as 170,000 spectators. But for many the village green still holds the true spirit of the game.

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